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Ministry of Transportation

TRANSPORTATION FOR DISABLED PERSONS IN ONTARIO: TOWARDS A STRATEGY FOR THE 1990's

VOLUME 3
APPENDICES

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MANAGEMENT CONSULTANTS
LIMITED

TRANSPORTATION FOR DISABLED PERSONS IN ONTARIO: TOWARDS A STRATEGY FOR THE 1990's

VOLUME 3
APPENDICES TO THE MAIN REPORT

James F. Hickling Management Consultants
Division of Economics and Policy

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NOTE

This is Volume 3 of a study prepared by James F. Hickling Management Consultants Ltd. on behalf of the Ontario Ministry of Transportation, entitled Transportation for Disabled Persons in Ontario: Towards a Strategy for the 1990's. The Study is present in four volumes:

Volume 1:	Summary Report
Volume 2:	Main Report
Volume 3:	Appendices to the Main Report
Volume 4:	Detailed Options (Appendix I)

PREFACE

This study was commissioned by the Ministry of Transportation of Ontario to provide a basis for long term policy development and strategic planning in the provision of transport services for disabled people. Although the study is intended to provide a basis for program planning and budgeting, further analysis will be required in order to implement any of the policy initiatives discussed.

Any study of this scope and nature involves assumptions, forecasts and estimates that are inevitably uncertain. Tests conducted by the study team indicate, however, that the study's fundamental strategic conclusions remain the same under a wide range of variation in the underlying assumptions. To aid in the development of detailed implementation programs, the study provides a framework within which further operational assumptions and forecasts can be tested in order to study the implications of alternative approaches.

This research would not have been possible without the help and participation of a number of individuals and organizations in Ontario, including user groups, service providers and governments. The authors are particularly grateful to the members of the Study Committee which consists of Richard Puccini, Kevin Pask, Rob Barnes, Chris Poon, Bob Boyle, Glenn Johnston, Dave Hanes, Kathy Moore, Joan Cappa, Pentti Suokas, Larry Smith, Dave Winkworth, Nino Campitelli and Hau-Chi Pang for their review and comment on the report.

The report reflects the views and conclusions of the authors and not necessarily those of the government of Ontario or the members of the Study Committee.

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Project Manager

TRANSPORTATION FOR DISABLED PERSONS IN ONTARIO: TOWARDS A STRATEGY FOR THE 1990's

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APPENDIX A

DISCUSSION OF DATA BASE ALTERNATIVES

APPENDIX A

DISCUSSION OF DATA BASE ALTERNATIVES

A.1 ONTARIO MINISTRY OF HEALTH SURVEY [5]

The Ontario Ministry of Health Survey quantifies the number of handicapped persons in Ontario. The definitions of disability, physical impairments and handicap stem from medical and diagnostic criteria and do not specifically relate to the transportation handicapped. The transportation handicapped definition can be difficult to relate to the medical definition of a handicap, and this data must be used with caution as a comparative tool. Although the survey is relatively recent (1980), the sample is very low (1764 total respondents with 548 reporting transportation difficulties). Despite the above reservations, some of the more general results of the survey provide an interesting social and political context for the disabled population of Ontario.

A.2 SYSTEMS APPROACH / TRANSPORT CANADA [7]

This data base was generated by Systems Approach Consultants Ltd. (an earlier name for JFH) in 1979 was based entirely on the 1977 UMTA survey. Canadianization of the UMTA data was accomplished using 1976 Statistics Canada Census data and a statistical technique called category analysis, based on the three variables of age, income and education. The data base was supplemented by a small Ottawa telephone survey. This source is the most comprehensive compilation of Canadian transportation handicapped data existing at present. The results of this data source, i.e. a table of Canadian "transportation handicapped" (TH) incidence rates by age, income and education, were used to segment the new control totals derived from the Canada Health & Disability Survey (CHDS) by the same three predictors.

A.3 CTC / LABOUR FORCE SURVEY [4]

The purpose of this survey was to determine the number of Canadians who are transportation disabled and the types of problems they encounter, or assistance they require when travelling by air, rail and intercity bus. This survey was conducted in August 1983. Unfortunately, the Labour Force survey does not provide enough detail to undertake a market assessment of this size, yet it provides important information which can and has been used to provide validation for the control percentages derived under the CHDS.

A.4 UMTA SURVEY [3]

The 1977 U.S. UMTA Survey is by far the most comprehensive data source available regarding the transportation of disabled persons. Its sample includes 16,000 households and 3,000 TH people; however it is based on urban populations.

Some caution regarding the use of the 1977 UMTA data is in order. First, it must be recognized that the data suffers two types of statistical uncertainty -- one is that associated with sampling error in the original U.S. survey; the other is the uncertainty associated with the sampling methods used to translate the result into Canadian conditions. Although such uncertainties are unavoidable, their presence cannot be ignored. Second, the data is no doubt associated with error stemming from institutional and historical differences between Canada and the United States. The Vietnam War, for example, resulted in a sharp increase in the number of disabled persons in the U.S. and use of the survey could thus exaggerate the incidence of debility in Canada. Third, the data excludes: people under the age of 5, those living in institutions, and rural dwellers.

Nevertheless, awareness of the uncertainties associated with the data allows for estimation of the probable direction of any structural bias. Where possible the data are supplemented with complimentary sources as means of corroborating the results. Note that the travel characteristic data are less dependent on the U.S. results.

"Transportation Handicapped" is defined in the UMTA survey as individuals who perceive themselves to have more difficulty in using public transportation than those without their disability. Using this basic data UMTA in combination with the Canadian TH database and applying it to Ontario, an estimated 6.1% of the population was found to be transportation disabled. According to UMTA the following classification is predicted:

CLASSIFICATION	PERCENT OF TH	PERCENT OF TOTAL TARGET POPULATION
Cannot Use	19	1.2
Can Use with Much Difficulty	30	1.8
Can Use with Slight Difficulty	51	3.1
TOTAL TH	**100**	**6.1**

The 19% who cannot use public transportation may be understated because some individuals who have been categorized as "can use with much difficulty" should actually be grouped in the "cannot use" category. This categorization error is a result of ambiguity in definitions of "can" and "cannot use" as well as not taking into account schedules and other operational factors. (i.e. Some of the "can use with difficulty" will create delays in the system, making it inoperable). The U.S. Home Interview (H.I.S.) makes a refinement in this regard.

A.5 U.S. HOME INTERVIEW STUDY [6]

This study has very valuable data, based on a large sample with transportation specific information. However, like the UMTA survey, it is dated.

The Health Interview Survey (H.I.S.) study defines the transportation handicapped as those who cannot make independent use of public transit due to a disability. This definition equates to the "cannot use" definition for the UMTA survey, however, it is less ambiguous and more descriptive. Thus the statistical results for the H.I.S. study for this category are felt to be more realistic than the UMTA survey. The H.I.S. study predicts 18% of the target population cannot make independent use of public transportation systems due to the nature of their disability. The H.I.S. study did not attempt to identify those who can use public transportation with much and slight difficulty. However, if the assumption is made that the total number of transportation handicapped persons is 50% of the target population (as defined by UMTA), then the following table can be constructed:

UMTA Definitions	% of T.H.	% of Total Pop.	HIS Definitions	% of T.H.	% of Total Pop.
Cannot Use	19	.95	Cannot make Independent Use	29	1.45
Can Use with Much Difficulty	30	1.5	Can Use with Much Difficulty	20	1.0
Can Use with Slight Difficulty	51	2.55	Can Use with Slight Difficulty	51	2.55
TOTAL	100	5.00		100	5.00

Note the difference between the H.I.S. table and the UMTA table is that a certain number of disabled travellers have been shifted from the "can use with much difficulty" category to the "cannot make independent use" category. In all likelihood the result is a more realistic estimate of the transportation handicapped.

A.6 JUSTIFICATION AND CORROBORATION OF CHDS

The objectives here are to confirm that the disability group definitions described in the text (Chapter 2) are appropriate for policy-making, and to verify that the target populations accurately reflect the real situation. Two comparisons are made below.

The first comparison is between the disability group totals and the number of disabled persons who have trouble with public transit (a reasonable indicator of overall transportation difficulties).

A second comparison of the overall market numbers is made with the 1977 U.S. UMTA survey [3] as transposed to Ontario data in the Systems Approach work [7]. These sources estimated the urban "transportation handicapped" population at 6.1%, including 1.2% who "cannot use", or are severely disabled/non-ambulatory. "Transportation handicapped" includes those not homebound, 5 years and older, and those physically handicapped who "have more difficulty using public transit than people without physical problems".

The U.S. numbers above compare favorably with the selected CHDS disability groups. The UMTA "transportation handicapped" definition (6.1%) comes closest to CHDS's Groups C plus D, urban, non-homebound, or 6.8% of the general urban population. The UMTA "cannot use" definition (1.2%) could correspond to those who are urban non-housebound: Group A (0.8%), Group B (1.9%) or Group C (2.8%). Note that the CHDS percentages would decrease slightly if those aged 5-14 were included.

TABLE A.1

Description		Total Number in Group Described (Non-Homebound)	Percentage of the Disabled Population (Non-Homebound)
Group A	Those unable to use stairs	57,000	7%
Group B	Those unable to walk distance, and/or use stairs	139,000	16%
Group C	Those unable to stand long periods of time, walk and/or use stairs	207,000	24%
Group D	Those who have difficulty standing, walking and/or using stairs	302,000	35%

TABLE A.2

Description	Total Number in Group Described (Non-Homebound)	Percentage of Those with P.T. Available (Non-Homebound)
Trouble boarding public transit (P.T.)	93,000	16%
Trouble using public transit	124,000	22%

The "trouble using public transit" should, in the strictest sense, be compared with those in Group D. However, there are two difficulties with this comparison:

(i) due to the logic layout of the survey questions, those who have public transit available, but never use it, are classified as "having no trouble", i.e. many disabled people who choose not to use p.t. are assumed to be able to use it, thus making the values erroneously low;

(ii) climbing stairs, walking or standing are personal abilities, regarded differently from the use of public transit, where "trouble" may be the fault of external factors.

APPENDIX B

PROJECTIONS

APPENDIX B: PROJECTIONS

B1 BACKGROUND

MEMORANDUM

TO: **File**

FROM: **Phil Kennis**

DATE: **December 29, 1986**

RE: **PROJECTING THE DISABLED POPULATION**

Have met with Jeanine Perrault and her assistant Roselinda Costa regarding projecting the disabled population. Both Jeanine and Roselinda work in the Population Projections section within Statistics Canada. Their telephone numbers are (respectively) 951-2346 and 951-2286.

The purpose of the meeting was to arrive at a methodology to project the disabled population. The following approaches were discussed:

1. Use Projection 1 and Projection 4 to arrive at lower and upper estimates of the disabled population, as referenced in publication 91-520 and copied in this appendix;
2. Assume the proportions of the disabled population versus the total population (as outlined in the Canadian Health and Disability Survey) remain constant; and
3. Adjust for urban/rural migration by looking at trends over the last 20 years.

B2 ASSUMPTIONS AND METHODOLOGY

- From Stats Canada publication 91-520 for Ontario, the Projection 1 assumptions are as follows:

  1. Fertility = 1.4 children per woman;
  2. International migration = net gain of 50,000;
  3. Internal migration pattern will continue with current trends.

- From the same source, Projection 4 gives almost identical results as Projection 1, and is thus not used.

- Urban/rural migration data is not readily available. A trends analysis would involve significant effort by Stats Can, and is thus not pursued.

The future number of disabled persons in Ontario has been estimated in consultation with Statistics Canada, using their projections for the general population. The assumption that the ratio of disabled to able persons will remain constant takes into account two offsetting factors:

- the general population is aging;

- advances in medical technology will reduce the number of disabilities.

Canada Health and Disability Survey [CHDS, 2] data, based on age, have been used. Income, education and employment status are not incorporated into the projections due to the lack of current relevant data. Past studies [7] have shown that the exclusion of these factors will not significantly affect the results.

There is a general perception that the population is slowly migrating to urban areas. However, there are no current statistics for the Canadian situation (short of making a complex trend analysis at Statistics Canada). Thus, the projections shown for urban and GO areas may be slightly low, and the rural data correspondingly high. Variations within the various target groups are not considered. The distribution of disability types is very dependant on medical technologies, and such a detailed breakdown is beyond the scope of this work.

PROJECTION 1 FACTORS

Age	1986	1991	1996	2001	2006
15 - 34	1.03	1.02	0.96	0.90	0.88
35 - 54	1.06	1.20	1.37	1.50	1.50
55 - 64	1.04	1.05	1.08	1.21	1.48
65 +	1.16	1.38	1.57	1.72	1.84

PROJECTION 4 FACTORS

Age	1986	1991	1996	2001	2006
15 - 34	1.03	1.03	1.00	0.96	0.97
35 - 54	1.06	1.21	1.38	1.54	1.58
55 - 64	1.04	1.05	1.07	1.20	1.47
65 +	1.16	1.38	1.56	1.70	1.81

B3 RESULTS

Tables B.1 - B.4 illustrate the estimated disabled population for the next 20 years. Several trends are apparent:

- The total number of disabled persons will increase dramatically, by 52% from 1983 to 2006 (from 937,000 to 1,420,000 persons);
- The number of elderly disabled persons is increasing at an even higher rate. (In 2006, 43% of the disabled population will be over 65, as opposed to 36% now);
- The number of younger (aged 15 - 34) disabled persons, will decrease in future, to an estimated 135,000 in 2006;
- In 2006, there will be 1,043,000 disabled persons in urban areas, including 313,000 in the GO area, and 377,000 disabled persons in rural areas. Note that, with the present migration trends towards the cities, the urban and GO figures may be higher and the rural number lower. Also, it is anticipated that the GO service area will be expanding, further increasing that number; and
- The distribution of the disabled population amongst the target groups may change. The trends are dependent upon medical technologies, and thus not predicted here.
- The correction factor for CHDS data on the disabled, from 1983 to 1986, is 1.0832.

$$\frac{1986}{1983} : \frac{1,015}{937} = 1.0832$$

TABLE B.1: PROJECTED DISABLED POPULATIONS IN ONTARIO (in 000's)

Age	Actual 1983	June 1986	June 1991	June 1996	June 2001	June 2006
ONTARIO						
15 - 34	153	157	156	147	138	135
35 - 54	231	245	278	316	347	347
55 - 64	219	227	230	236	265	324
65 +	333	386	459	523	573	614
TOTAL ONTARIO	937	1,015	1,123	1,222	1,323	1,420
Protection Factor From Previous Time Period		1.08	1.11	1.09	1.08	1.07

TABLE B.2: PROJECTED DISABLED FOR URBAN ONTARIO (in 000's)

URBAN	Actual 1983	June 1986	June 1991	June 1996	June 2001	June 2006
15 - 34	116	119	118	111	104	102
35 - 54	171	181	205	234	257	257
55 - 64	163	170	171	176	197	241
65 +	241	280	333	378	415	443
TOTAL URBAN	**691**	**750**	**827**	**899**	**973**	**1,043**

TABLE B.3: PROJECTED DISABLED POPULATIONS FOR RURAL ONTARIO (in 000's)

RURAL	Actual 1983	June 1986	June 1991	June 1996	June 2001	June 2006
15 - 34	37	38	38	36	34	33
35 - 54	60	64	73	82	90	90
55 - 64	56	57	59	60	68	83
65 +	92	106	126	145	158	171
TOTAL RURAL	246	265	296	323	350	377

TABLE B.4: PROJECTED DISABLED POPULATIONS FOR GREATER TORONTO (in 000's)

Age	Actual 1983	June 1986	June 1991	June 1996	June 2001	June 2006
GO SERVICE AREA[1]	207	225	248	270	292	313
GREATER TORONTO SERVICE AREA[2]	176	191	211	229	248	266

---

[1] Based on an estimated catchment of 2,160,000 persons, or 29.1% of the Urban population> (See Appendix D.)

[2] Based on an estimated population of 1,833,000, or 24.7% of the Urban population.

TABLE B.5 PROJECTED GENERAL POPULATION (in 000's)

Age	Actual 1983	June 1986	June 1991	June 1996	June 2001	June 2006
GENERAL POPULATION, ONTARIO						
15-34	3,072	3,164	3,133	2,949	2,765	2,703
35-54	2,165	2,295	2,598	2,966	3,248	3,248
55-64	838	872	880	905	1,014	1,240
65 +	838	972	1,156	1,316	1,441	1,542
TOTAL	6,913	7,303	7,767	8,136	8,468	8,733
Projection Factor, from previous time period		1.06	1.06	1.05	1.04	1.03

Based on adult population used in CHDS survey, non-institutionalized, over 14 years, old, from Stats. Can.

APPENDIX C

OBSERVATIONS AND DATA FROM SPECIAL CHDS RUNS

APPENDIX C

OBSERVATIONS AND DATA FROM SPECIAL CHDS RUNS

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C0 INTRODUCTION

C0.1 Source of Data

Unless otherwise stated, all data presented is from the 1983/84 Canadian Health and Disability Survey (CHDS), special runs made by Statistics Canada specifically for this project during the period August 1986 to March 1987. Background on the survey can be found in Reference 2. A copy of the questions relating to transportation follows, for reference in the subsequent tables and figures.

C0.2 Definitions

The four target groups are defined from the Canadian Health and Disability Survey (CHDS) as follows:

Group A: those who are "completely unable to walk up and down a flight of stairs" (Question A.111.05).

Group B: those who are unable to use stairs (A.111.05), and/or those who are "completely unable to walk 400 metres[1] without resting" (A.101.01[2]).

Group C: those who are unable to use stairs (A.111.05), and/or unable to walk (A.101.01), and/or those who are "completely unable to stand for long periods of time[3]" (A.141.17[4]).

Group D: those who "have any trouble walking up and down a flight of stairs" (A.111.06), and/or "have any trouble walking 400 metres without resting" (A.101.02), and/or "have any trouble standing for long periods of time (A.141.18); (unduplicated total[5]).

Elderly: those disabled persons who are 65 years of age and older.

Other definitions for disability, aids, etc. are given in the CHDS questions and Appendix K.

---

[1] "about 3 city blocks"

[2] Note that Group A is contained within Group B.

[3] "more than 20 minutes"

[4] Note that Groups A and B are contained within Group C.

[5] Group D is an unduplicated total of the three criteria, ie. it excludes any person counted in Groups A,B, or C (any person who is unable to perform any one of the three tasks).

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Health Division
Department of the Secretary
of State of Canada
Social Trends Analysis
Directorate

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1983-1984

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1983-1984

TRANSPORTATION – SECTION F

F1. I would now like to ask you about methods of transportation you use for local travel, that is trips of under 50 miles (80 km)

F2. Are you prevented from leaving your residence to take short trips because of your condition or health problem? (i.e., are you housebound?)

Yes 1 ○ go to F24 No 2 ○

F3. Does any member of this household own or lease a car, or a small truck or van?

Yes 1 ○ No 2 ○ go to F10

F4. Do you use this vehicle mostly as a driver or as a passenger? (Mark one)

- Mostly as a driver .... 1 ○
- Mostly as a passenger .... 2 ○
- Does not use the vehicle .... 3 ○ go to F10

F5. Does this vehicle have any special features such as hand controls or power steering because of your condition or health problem?

Yes 1 ○ No 2 ○ go to F7

F6. What special features does it have? (Read list. Mark all that apply.)

- Hand accelerator/brake controls .... 1 ○
- Hand rails, straps, special handles, ramps or lifts .... 2 ○
- Automatic transmission .... 3 ○
- Power steering/windows/mirrors .... 4 ○
- Room for wheelchair or other special aids .... 5 ○
- Other .... 6 ○

F7. Does this vehicle need any (other) special features or modifications because of your condition?

Yes 1 ○ No 2 ○ go to F10

F8. What features or modifications are needed? (Do not read list. Mark all that apply.)

- Hand accelerator/brake controls .... 1 ○
- Hand rails, straps, special handles, ramps or lifts .... 2 ○
- Automatic transmission .... 3 ○
- Power steering/windows/mirrors .... 4 ○
- Room for wheelchair or other special aids .... 5 ○
- Other .... 6 ○

F9. What is the main reason the vehicle does not have these special features? (Do not read list. Mark only one.)

- Impractical, too hard to do .... 1 ○
- Awaiting delivery/manufacture/parts .... 2 ○
- Didn't know where to obtain it .... 3 ○
- Wasn't available .... 4 ○
- Too costly, can't afford it .... 5 ○
- Too far, too much trouble to get it .... 6 ○
- Didn't have the time .... 7 ○
- No special reason .... 8 ○
- Other reason .... 9 ○

F10. Some communities have a special bus or van service for people who have difficulty using regular local public transportation. When using this special service, people can call ahead and ask to be picked up at their home. Do you need such a service?

Yes 1 ○ No 2 ○ } go to F13
Don't know 3 ○ }

F11. Is this special service available in your area?

Yes 1 ○ No 2 ○ } go to F13
Don't know 3 ○ }

F12. How often do you use this service?

- Almost every day .... 1 ○
- Occasionally .... 2 ○
- Seldom/never .... 3 ○

F13. Is local public transportation (bus, subway, streetcar) available in your area?

Yes 1 ○ No 2 ○ go to F17

F14. How often do you use the local public transportation service?

- Almost every day .... 1 ○
- Occasionally .... 2 ○
- Seldom/never .... 3 ○

F15. Do you have any trouble using the local public transportation service, because of your condition or health problem?

Yes 1 ○ No 2 ○ go to F17

F16. What kind of trouble do you have? (Read list. Mark all that apply.)

- Trouble getting to bus/subway/streetcar stop .... 1 ○
- Trouble getting on/off/bus/subway/streetcar .... 2 ○
- Insufficient space to sit or stand .... 3 ○
- Other .... 4 ○

F17. Is there a taxi cab service in your area?

Yes ¹○ No ²○ Don't know ³○ } go to F20

F18. How often do you use the taxi cab service?

Almost every day ¹○
Occasionally ²○
Seldom/never ³○

F19. Is this because of your condition or health problem?

Yes ¹○ No ²○

F20. INTERVIEWER CHECK ITEM:

- If 'yes' or 'no' in item D5 ¹○ go to F21
- Otherwise (if blank in item D5) ²○ go to F22

F21. The following question concerns travel to work during the last week worked at your main job or business. The question refers to the door-to-door trip from your residence to your place of work. What is the principal method of transportation that you used to travel to work? (I mean the method you used to travel the greatest distance) (Do not read list. Mark only one.)

None, works at home ⁰¹○
Private specially modified vehicle ⁰²○
Other private vehicle ⁰³○
Regular bus/subway/streetcar ⁰⁴○
Special bus/van service for the disabled ⁰⁵○
Commuter train ⁰⁶○
Taxi ⁰⁷○
Motorcycle/bicycle ⁰⁸○
Walks to work ⁰⁹○
Other ¹⁰○

F22. INTERVIEWER CHECK ITEM:

- If "yes" in question E2 (attending school) ¹○ go to F23
- Otherwise ²○ go to F24

F23. The following question concerns travel to school during the last week you attended school, college or university. The question refers to the door-to-door trip from your residence to your school. What is the principal method of transportation that you used to travel to school? (I mean the method you used to travel the greatest distance) (Do not read list. Mark only one.)

None, studies at home ⁰¹○
Private specially modified vehicle ⁰²○
Other private vehicle ⁰³○
Regular school bus ⁰⁴○
Regular bus/subway/streetcar ⁰⁵○
Special bus/van service for the disabled ⁰⁶○
Commuter train ⁰⁷○
Taxi ⁰⁸○
Motorcycle/bicycle ⁰⁹○
Walks to school ¹⁰
Other ¹¹

F24. I would like to ask you about methods of transportation that you use for long distance travel. By this I mean transportation that you use for any trips of 50 miles (80 km) or more.

F25. Are you prevented from leaving your residence and taking trips of more than 50 miles (80 km) because of your condition or health problem?

Yes ¹○ go to next section, question G1 No ²○

F26. Do you have trouble using an airplane as a means of long distance transportation because of your condition of health problem?

Yes ¹○ No ²○ go to F28
Don't know ³○ go to F29

F27. What kind of trouble do you have? (Do not read list. Mark all that apply.)

Hearing announcements ¹○
Seeing signs or notices ²○
Moving around the terminal ³○
Boarding/disembarking ⁴○
Seating on board ⁵○
Washroom facilities ⁶○
Transporting wheelchair or other special aids ⁷○
Carrier rules and regulations ⁸○
Other ⁹○

F28 How many airplane trips of 50 miles (80km) or more did you take which ended during the period April 1st 1984 to the present?

Enter number ☐☐ If none enter "0 0"

F29. Do you have trouble using a bus as a means of long distance transportation because of your condition or health problem?

Yes ¹○ No ²○ go to F31
Don't know ³○ go to F32

F30. What kind of trouble do you have? (Do not read list. Mark all that apply.)

Hearing announcements ¹○
Seeing signs or notices ²○
Moving around the terminal ³○
Boarding/disembarking ⁴○
Seating on board ⁵○
Washroom facilities ⁶○
Transporting wheelchair or other special aids
Carrier rules and regulations
Other

F31 How many bus trips of 50 miles (80 km) or more did you take which ended during the period April 1st 1984 to the present?

Enter number ☐ If none enter "00"

F32 Do you have trouble using a train as a means of long distance transportation because of your condition or health problem?

Yes 1 ○ No 2 ○ go to F34

Don't know 3 ○ go to F35

F33 What kind of trouble do you have? (Do not read list. Mark all that apply.)

- Hearing announcements 1 ○
- Seeing signs or notices 2 ○
- Moving around the terminal 3 ○
- Boarding/disembarking 4 ○
- Seating on board 5 ○
- Washroom facilities 6 ○
- Transporting wheelchair or other special aids 7 ○
- Carrier rules and regulations 8 ○
- Other 9 ○

F34 How many train trips of 50 miles (80 km) or more did you take which ended during the period April 1st 1984 to the present?

Enter number ☐ If none enter "00"

F35 Do you have trouble using a car, or small truck or van as a means of long distance transportation because of your condition or health problem?

Yes 1 ○

No 2 ○ Don't know 3 ○ go to next section question G1

F36. How many trips of 50 miles or more, which ended during the period April 1st 1984 to the present, did you take in a car or small truck or van?

Enter number ☐ If none enter "00"

GO TO NEXT SECTION, QUESTION G1

8-5400-96.1

SCREEN – SECTION A	Yes	FOLLOW UP – SECTION B
10. DOES .... HAVE ANY TROUBLE WALKING 400 METRES WITHOUT RESTING (about 3 city blocks)? No trouble 1 ○ Yes, has trouble	2 ○	101. IS .... COMPLETELY UNABLE TO WALK 400 METRES WITHOUT RESTING? Completely unable 01 ○ Able 02 ○ 102. AT WHAT AGE DID .... FIRST HAVE TROUBLE WALKING 400 METRES WITHOUT RESTING? Enter age ☐☐ (if age less than 1 year enter 00) 103. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE WALKING 400 METRES WITHOUT RESTING? Specify in notes below 104. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE WALKING 400 METRES WITHOUT RESTING? No 03 ○ Yes 04 ○ Specify in notes below
11. DOES .... HAVE ANY TROUBLE WALKING UP AND DOWN A FLIGHT OF STAIRS? No trouble .... 1 ○ Yes, has trouble	2 ○	111. IS .... COMPLETELY UNABLE TO WALK UP AND DOWN A FLIGHT OF STAIRS? Completely unable 05 ○ Able 06 ○ 112. AT WHAT AGE DID .... FIRST HAVE TROUBLE WALKING UP AND DOWN A FLIGHT OF STAIRS? Enter age ☐☐ (if age less than 1 year enter 00) 113. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE WALKING UP AND DOWN A FLIGHT OF STAIRS? Same condition as question ☐☐☐ or specify below 114. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE WALKING UP AND DOWN A FLIGHT OF STAIRS? No 07 ○ Yes 08 ○ Same condition as question ☐☐☐ or specify below
12. DOES .... HAVE ANY TROUBLE CARRYING AN OBJECT OF 5 KG. 10 METRES (e.g., carrying a 12-pound bag of groceries 30 ft)? No trouble .... 1 ○ Yes, has trouble	2 ○	121. IS .... COMPLETELY UNABLE TO CARRY AN OBJECT OF 5 KG. 10 METRES? Completely unable 09 ○ Able 10 ○ 122. AT WHAT AGE DID .... FIRST HAVE TROUBLE CARRYING AN OBJECT OF 5 KG. 10 METERS? Enter age ☐☐ (if age less than 1 year enter 00) 123. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE CARRYING AN OBJECT OF 5 KG. 10 METRES? Same condition as question ☐☐☐ or specify below. 124. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE CARRYING AN OBJECT OF 5 KG. 10 METRES? No 11 ○ Yes 12 ○ Same condition as question ☐☐☐ or specify below.
13. DOES .... HAVE ANY TROUBLE MOVING FROM ONE ROOM TO ANOTHER? No trouble 1 ○ Yes, has trouble	2 ○	131. IS .... COMPLETELY UNABLE TO MOVE FROM ONE ROOM TO ANOTHER? Completely unable 13 ○ Able 14 ○ 132. AT WHAT AGE DID .... FIRST HAVE TROUBLE MOVING FROM ONE ROOM TO ANOTHER? Enter age ☐☐ (if age less than 1 year enter 00) 133. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE MOVING FROM ONE ROOM TO ANOTHER? Same condition as question ☐☐☐ or specify below. 134. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE MOVING FROM ONE ROOM TO ANOTHER? No 15 ○ Yes 16 ○ Same condition as question ☐☐☐ or specify below
14. DOES .... HAVE ANY TROUBLE STANDING FOR LONG PERIODS OF TIME (e.g., more than 20 minutes)? No trouble 1 ○ Yes, has trouble	2 ○	141. IS .... COMPLETELY UNABLE TO STAND FOR LONG PERIODS OF TIME? Completely unable 17 ○ Able 18 ○ 142. AT WHAT AGE DID .... FIRST HAVE TROUBLE STANDING FOR LONG PERIODS OF TIME? Enter age ☐☐ (if age less than 1 year enter 00) 143. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE STANDING FOR LONG PERIODS OF TIME? Same condition as question ☐☐☐ or specify below 144. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES .... TROUBLE STANDING FOR LONG PERIODS OF TIME? No 19 ○ Yes 20 ○ Same condition as question ☐☐☐ or specify below

8-5400 96 1

SCREEN – SECTION A

Yes

FOLLOW UP – SECTION B

15. DOES ..... HAVE ANY TROUBLE WHEN STANDING, BENDING DOWN AND PICKING UP AN OBJECT FROM THE FLOOR (e.g. a shirt)?

No trouble ..... 1○

Yes, has trouble ..... 2○

151. IS ..... COMPLETELY UNABLE WHEN STANDING, TO BEND DOWN AND PICK UP AN OBJECT FROM THE FLOOR?

Completely unable 21○ Able 22○

152. AT WHAT AGE DID ..... FIRST HAVE TROUBLE WHEN STANDING, BENDING DOWN AND PICKING UP AN OBJECT FROM THE FLOOR?

Enter age ☐☐ (if age less than 1 year enter 00)

153. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE WHEN STANDING, BENDING DOWN AND PICKING UP AN OBJECT FROM THE FLOOR?

Same condition as question ☐☐☐ or specify below

154. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE WHEN STANDING, BENDING DOWN AND PICKING UP AN OBJECT FROM THE FLOOR?

No 23○ Yes 24○ Same condition as question ☐☐☐ or specify below

16. DOES ..... HAVE ANY TROUBLE DRESSING AND UNDRESSING HIMSELF/HERSELF?

No trouble ..... 1○

Yes, has trouble ..... 2○

161. IS ..... COMPLETELY UNABLE TO DRESS AND UNDRESS HIMSELF/HERSELF?

Completely unable 25○ Able 26○

162. AT WHAT AGE DID ..... FIRST HAVE TROUBLE DRESSING AND UNDRESSING HIMSELF/HERSELF?

Enter age ☐☐ (if age less than 1 year enter 00)

163. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE DRESSING AND UNDRESSING HIMSELF/HERSELF?

Same condition as question ☐☐☐ or specify below

164. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE DRESSING AND UNDRESSING HIMSELF/HERSELF?

No 27○ Yes 28○ Same condition as question ☐☐☐ or specify below

17. DOES ..... HAVE ANY TROUBLE GETTING IN AND OUT OF BED?

No trouble ..... 1○

Yes, has trouble ..... 2○

171. IS ..... COMPLETELY UNABLE TO GET IN AND OUT OF BED?

Completely unable 29○ Able 30○

172. AT WHAT AGE DID ..... FIRST HAVE TROUBLE GETTING IN AND OUT OF BED?

Enter age ☐☐ (if age less than 1 year enter 00)

173. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE GETTING IN AND OUT OF BED?

Same condition as question ☐☐☐ or specify below

174. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE GETTING IN AND OUT OF BED?

No 31○ Yes 32○ Same condition as question ☐☐☐ or specify below

18. DOES ..... HAVE ANY TROUBLE CUTTING HIS/HER OWN TOENAILS?

No trouble ..... 1○

Yes, has trouble ..... 2○

181. IS ..... COMPLETELY UNABLE TO CUT HIS/HER OWN TOENAILS?

Completely unable 33○ Able 34○

182. AT WHAT AGE DID ..... FIRST HAVE TROUBLE CUTTING HIS/HER OWN TOENAILS?

Enter age ☐☐ (if age less than 1 year enter 00)

183. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE CUTTING HIS/HER OWN TOENAILS?

Same condition as question ☐☐☐ or specify below

184. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE CUTTING HIS/HER OWN TOENAILS?

No 35○ Yes 36○ Same condition as question ☐☐☐ or specify below

19. DOES ..... HAVE ANY TROUBLE USING HIS/HER FINGERS TO GRASP OR HANDLE?

No trouble ..... 1○

Yes, has trouble ..... 2○

191. IS ..... COMPLETELY UNABLE TO USE HIS/HER FINGERS TO GRASP OR HANDLE?

Completely unable 37○ Able 38○

192. AT WHAT AGE DID ..... FIRST HAVE TROUBLE USING HIS/HER FINGERS TO GRASP OR HANDLE?

Enter age ☐☐ (if age less than 1 year enter 00)

193. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE USING HIS/HER FINGERS TO GRASP OR HANDLE?

Same condition as question ☐☐☐ or specify below

194. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES ..... TROUBLE USING HIS/HER FINGERS TO GRASP OR HANDLE?

No 39○ Yes 40○ Same condition as question ☐☐☐ or specify below

5 5409 96 1

SCREEN – SECTION A	Yes	FOLLOW UP – SECTION B
20. DOES HAVE ANY TROUBLE REACHING? No trouble 1 ○ Yes, has trouble	2 ○	**201.** IS . . . COMPLETELY UNABLE TO REACH? Completely unable 41 ○ Able 42 ○ **202.** AT WHAT AGE DID . . . FIRST HAVE TROUBLE REACHING? Enter age ☐☐ (if age less than 1 year, enter 00) **203.** WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . TROUBLE REACHING? Same condition as question ☐☐☐ or specify below **204.** IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE REACHING? No 43 ○ Yes 44 ○ Same condition as question ☐☐☐ or specify below
21. DOES . . . . HAVE ANY TROUBLE CUTTING HIS/HER OWN FOOD? No trouble . . . . 1 ○ Yes, has trouble	2 ○	**211.** IS . . . . COMPLETELY UNABLE TO CUT HIS/HER OWN FOOD? Completely unable 45 ○ Able 46 ○ **212.** AT WHAT AGE DID . . . . FIRST HAVE TROUBLE CUTTING HIS/HER OWN FOOD? Enter age ☐☐ (if age less than 1 year, enter 00) **213.** WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE CUTTING HIS/HER OWN FOOD? Same condition as question ☐☐☐ or specify below **214.** IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE CUTTING HIS/HER OWN FOOD? No 47 ○ Yes 48 ○ Same condition as question ☐☐☐ or specify below
22. DOES . . . . HAVE ANY TROUBLE READING ORDINARY NEWSPRINT (with glasses if normally worn)? No trouble . . . . 1 ○ Yes, has trouble	2 ○	**221.** IS . . . . COMPLETELY UNABLE TO READ ORDINARY NEWSPRINT? Completely unable 49 ○ Able 50 ○ **222.** AT WHAT AGE DID . . . . FIRST HAVE TROUBLE READING ORDINARY NEWSPRINT? Enter age ☐☐ (if age less than 1 year, enter 00) **223.** WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE READING ORDINARY NEWSPRINT? Same condition as question ☐☐☐ or specify below **224.** IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE READING ORDINARY NEWSPRINT? No 51 ○ Yes 52 ○ Same condition as question ☐☐☐ or specify below
23. DOES . . . . HAVE ANY TROUBLE SEEING CLEARLY THE FACE OF SOMEONE FROM 4 METRES (e.g., across a room) (with glasses if normally worn)? No trouble . . . . . . 1 ○ Yes, has trouble	2 ○	**231.** IS . . . . COMPLETELY UNABLE TO SEE CLEARLY THE FACE OF SOMEONE FROM 4 METRES? Completely unable 53 ○ Able 54 ○ **232.** AT WHAT AGE DID . . . . FIRST HAVE TROUBLE SEEING CLEARLY THE FACE OF SOMEONE FROM 4 METRES? Enter age ☐☐ (if age less than 1 year, enter 00) **233.** WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE SEEING CLEARLY THE FACE OF SOMEONE FROM 4 METRES? Same condition as question ☐☐☐ or specify below **234.** IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . . TROUBLE SEEING CLEARLY THE FACE OF SOMEONE FROM 4 METRES? No 55 ○ Yes 56 ○ Same condition as question ☐☐☐ or specify below
24. DOES . . . . HAVE ANY TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH ONE OTHER PERSON? No trouble . . . . . . 1 ○ Yes, has trouble	2 ○	**241.** IS . . . . COMPLETELY UNABLE TO HEAR WHAT IS SAID IN A NORMAL CONVERSATION WITH ONE OTHER PERSON? Completely unable 57 ○ Able 58 ○ **242.** AT WHAT AGE DID . . . . FIRST HAVE TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH ONE OTHER PERSON? Enter age ☐☐ (if age less than 1 year, enter 00) **243.** WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH ONE OTHER PERSON? Same condition as question ☐☐☐ or specify below **244.** IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES . . . TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH ONE OTHER PERSON? No 59 ○ Yes 60 ○ Same condition as question ☐☐☐ or specify below

8-5400-96.1

SCREEN – SECTION A | Yes | **FOLLOW UP – SECTION B**

25. DOES HAVE ANY TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH AT LEAST TWO OTHER PERSONS?

No trouble ¹○

Yes, has trouble ²○

251. IS COMPLETELY UNABLE TO HEAR WHAT IS SAID IN A NORMAL CONVERSATION WITH AT LEAST TWO OTHER PERSONS?

Completely unable ⁶¹○ Able ⁶²○

252. AT WHAT AGE DID FIRST HAVE TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH AT LEAST TWO OTHER PERSONS?

Enter age ☐☐ (if age less than 1 year enter 00)

253. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH AT LEAST TWO OTHER PERSONS?

Same condition as question ☐☐☐ or specify below

254. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES TROUBLE HEARING WHAT IS SAID IN A NORMAL CONVERSATION WITH AT LEAST TWO OTHER PERSONS?

No ⁶³○ Yes ⁶⁴○ Same condition as question ☐☐☐ or specify below

26. DOES HAVE ANY TROUBLE SPEAKING AND BEING UNDERSTOOD?

No trouble ¹○

Yes, has trouble ²○

261. IS COMPLETELY UNABLE TO SPEAK AND BE UNDERSTOOD?

Completely unable ⁶⁵○ Able ⁶⁶○

262. AT WHAT AGE DID FIRST HAVE TROUBLE SPEAKING AND BEING UNDERSTOOD?

Enter age ☐☐ (if age less than 1 year enter 00)

263. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH CAUSES TROUBLE SPEAKING AND BEING UNDERSTOOD?

Same condition as question ☐☐☐ or specify below

264. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH CAUSES TROUBLE SPEAKING AND BEING UNDERSTOOD?

No ⁶⁷○ Yes ⁶⁸○ Same condition as question ☐☐☐ or specify below

27. IS .... LIMITED IN THE KIND OR AMOUNT OF ACTIVITY HE/SHE CAN DO AT HOME, AT WORK OR GOING TO SCHOOL BECAUSE OF A LONG-TERM PHYSICAL CONDITION OR HEALTH PROBLEM?

No ¹○

Yes ²○

271. AT WHAT AGE DID THIS LIMITATION IN .... ACTIVITIES BEGIN?

Enter age ☐☐ (if age less than 1 year enter 00)

272. WHAT IS THE MAIN CONDITION OR HEALTH PROBLEM WHICH LIMITS THE KIND OR AMOUNT OF ACTIVITY .... CAN DO?

Same condition as question ☐☐☐ or specify below

273. IS THERE ANY OTHER CONDITION OR HEALTH PROBLEM WHICH LIMITS THE KIND OR AMOUNT OF ACTIVITY .... CAN DO?

No ⁶⁹○ Yes ⁷⁰○ Same condition as question ☐☐☐ or specify below

28. DOES .... HAVE A MENTAL HANDICAP?

No ¹○

Yes ²○

29. INFORMATION SOURCE

HRD PAGE-LINE NUMBER OF PERSON PROVIDING ANSWERS FOR THIS INTERVIEW

☐☐

30. INTERVIEWER CHECK ITEM AT TIME OF SCREEN:

IF 'YES' TO ANY ITEM IN SECTION A, SCREEN QUESTIONS ¹○

(MAKE AN APPOINTMENT FOR A FOLLOW UP INTERVIEW AS PER INSTRUCTIONS IN YOUR INTERVIEWERS MANUAL)

OTHERWISE ²○ END

31. INTERVIEWER CHECK ITEM AT TIME OF FOLLOW UP INTERVIEWER

IF YOU HAVE COMPLETED ANY SECTION B, FOLLOW-UP QUESTIONS FOR THIS RESPONDENT ¹○ CONTINUE WITH SECTION C

OTHERWISE ²○ COMPLETE CHECK ITEM 9 FRONT PAGE

8-9420-96.1

C1 BREAKDOWN OF TARGET GROUPS BY DISABILITIES, AIDS, ETC.

General Trends/Observations

(see Tables C1-1, C1-2)

- There are more elderly, wheelchair/walker users, and mentally impaired in Group A than in the other groups.
- No trends are apparent across the Groups for hearing or vision impairments.
- Distribution of disabilities in urban versus rural is fairly equal, with the exception of 1) hearing impairments, which are more predominant in rural areas; and, 2) vision impairments, which are slightly more predominant in urban areas.

TABLE C1-1: Summary of Some Characteristics of the Ontario Disabled Population (2)

Disability/ Characteristics (3)	All Disabled	Group A	Group B (4)	Group C (5)	Group D
Elderly & Disabled	36%	56%	54%	48%	34%
Hearing Impaired	25%	18%	22%	23%	17%
Vision Impaired	13%	20%	17%	14%	9%
Wheelchair/Walker Users	4%	28%	18%	13%	--
Mentally Impaired	3%	(1) 5%	4%	3%	--
Legally Blind	1%	--	2%	2%	--

NOTES:

-- Data not available

(1) From Canadian data

(2) Percentages are of the total population of the particular target group (A,B,C, or D).

(3) There will be some overlap between disability characteristics, i.e. individuals may be elderly and hearing impaired

(4) Group B contains all of Group A

(5) Group C contains all of Groups A,B

TABLE C1-2: Characterists of the Disabled Population, by Disabilities, Aids (CHDS Data for Ontario)

DESCRIPTION	TOTAL	WHEELCHAIR AND/OR WALKER	PERCENT OF TOTAL	LEGALLY BLIND	PERCENT OF TOTAL	VISION IMPAIRED	PERCENT OF TOTAL	HEARING IMPAIRED	PERCENT OF TOTAL	MENTALLY IMPAIRED	PERCENT OF TOTAL	ELDERLY	PERCENT OF TOTA
CHDS Question	A,B,C	C42.6 C42.7		C10.1		A22.2 A23.2		A24.2 A25.2		A28.2			
All Disabled (ONT)	937	36	4%	14	1%	119	13%	237	25%	25	3%	333	36
Urban	691	26	4%	11	2%	91	13%	166	24%	19	3%	241	35
Rural	246	10	4%	*	--	27	11%	71	29%	*	--	92	37
Group A	79	22	28%	*	--	16	20%	14	18%	*	(1) 5%	44	56
Urban	63	16	25%	*	--	12	19%	11	17%	*	--	34	54
Rural	16	*	--	*	--	*	--	*	--	*	--	*	--
Group B	173	31	18%	*	(1) 2%	29	17%	38	22%	*	(1) 4%	94	54
Urban	130	22	17%	*	--	22	17%	29	22%	*	--	69	53
Rural	44	*	--	*	--	*	--	*	--	*	--	25	57
Group C	246	32	13%	*	(1) 2%	35	14%	56	23%	*	(1) 3%	117	48
Urban	183	23	13%	*	--	27	15%	43	23%	*	--	87	48
Rural	63	*	--	*	--	*	--	13	21%	*	--	31	49
Group D	321	*	--	*	--	29	9%	56	17%	*	--	108	34
Urban	234	*	--	*	--	23	10%	37	16%	*	--	78	33
Rural	87	*	--	*	--	*	--	18	21%	*	--	30	34
Elderly	333	19	6%	*	--	68	20%	113	34%	*	--	333	100
Urban	241	14	6%	*	--	52	22%	75	31%	*	--	241	100
Rural	92	*	--	*	--	17	18%	38	41%	*	--	92	100
Visually Impaired	119	--	--	14	12%	119	100%	--	--	--	--	68	57%
Urban	91	--	--	11	12%	91	100%	--	--	--	--	52	57%
Rural	27	--	--	*	--	27	100%	--	--	--	--	17	63%
All Disabled (CAN)	2,648	101	4%	34	1%	331	14%	634	26%	83	3%	910	37%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

C2 AGE

Trends/Observations

(see Table C2)

- o The disabled population is significantly older than the non-disabled; 28% of the disabled population is aged 15-44 years old, as compared to 61% of the total population; 35% of the disabled population is over 64, as compared to only 12% of the total population.
- o The rural disabled population is slightly older than in the urban case.
- o The more severely disabled (Group A for example) tend to be older than the less severely disabled (Group D).
- o Visually and hearing impaired have the same general distribution as Groups A, B and C. The mentally impaired are significantly **younger** than other disabled groups, with similar age distributions to the general population.
- o Although not shown in the table, there are more disabled females than males. Also, there are proportionately more disabled females than females in the total Ontario population:

Sex	Disabled Population	General Population
Female	55.7%	51.4%
Male	44.4%	48.6%

TABLE C2: Percent Distribution of Age (CHDS Data for Ontario)

DESCRIPTION	TOTAL	15-24 YEARS	25-34 YEARS	35-44 YEARS	45-54 YEARS	55-64 YEARS	65-69 YEARS	70+ YEARS
CHDS Question	A,B,C							
All Disabled (ONT)	937	7%	10%	11%	13%	23%	10%	25%
Urban	691	7%	10%	11%	14%	24%	11%	24%
Rural	246	7%	9%	13%	12%	23%	10%	28%
Group A	79	(3)15%				29%	9%	47%
Urban	63	(3)16%				30%	10%	44%
Rural	16	--	--	--	--	--	--	--
Group B	173	(3)6%		5%	9%	25%	13%	42%
Urban	130	(3)6%		4%	10%	26%	14%	39%
Rural	44	(3)20%				23%	9%	48%
Group C	246	3%	6%	7%	11%	26%	12%	36%
Urban	183	3%	6%	6%	11%	26%	13%	34%
Rural	63	(3)5%		17%		25%	10%	40%
Group D	321	5%	11%	11%	16%	24%	11%	23%
Urban	234	6%	12%	11%	15%	23%	11%	22%
Rural	87	11%		11%	17%	26%	9%	25%
Visually Impaired (2)	--	11%		16%		15%	58%	
Mentally Impaired (2)	--	49%		22%		11%	17%	
Hearing Impaired (2)	--	11%		18%		21%	51%	
All Disabled (CAN)	2,448	16%		24%		23%	37%	
All Individuals (ONT) (1)	6,913	23%	21%	17%	14%	12%	12%	

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) Source: Reference 85, Statistics Canada Labour Force Data, 1983. Report #71-520, Table 11 (Except "Total", 6,913, which is taken from the CHDS

(2) Canadian Data

(3) Calculated values, from combined totals in raw CHDS data.

C3 INCOME

Trends/Observations

- The disabled population on average has significantly less income than the average Ontario resident. Only 17% of all disabled people earn more than $20,000 per year, as compared to 33% of the total population.

- The rural disabled are slightly poorer than those in urban areas.

- There is limited data of the various target groups, but the trend is towards reduced income for increasing severity of disability. (Group A is the poorest). This trend is confirmed by other sources.

TABLE C3: Percent Distribution of Income (CHDS Data for Ontario) (2)

DESCRIPTION	TOTAL	NONE	TO $5K	$5K-10K	$10K-15K	$15K-20K	$20K-25K	$25K-30K	$30K+
CHDS Question	A,B,C								
All Disabled (ONT)	937	10%	24%	29%	13%	9%	7%	4%	5%
Urban	691	9%	23%	28%	14%	10%	8%	4%	5%
Rural	246	11%	27%	33%	13%	6%	7%	7%	5%
Group A	79	--	20%	48%	13%	--	--	--	--
Urban	63	--	21%	48%	14%	--	--	--	--
Rural	16	--	--	--	--	--	--	--	--
Group B	173	8%	25%	43%	12%	12%			
Urban	130	9%	24%	43%	12%	13%			
Rural	44	--	27%	45%	(3)9%	(3)9%			
Group C	246	8%	25%	38%	13%	7%	(3)8%		
Urban	183	8%	25%	37%	13%	8%	(3)9%		
Rural	63	--	25%	43%	(3)12%	--	--	--	--
Group D	321	10%	23%	27%	15%	10%	7%	4%	5%
Urban	234	9%	22%	25%	15%	11%	7%	10%	
Rural	87	(3)10%	25%	33%	(3)11%	19%			
All Disabled (CAN)	2,448	11%	25%	30%	13%	8%	5%	2%	5%
All Individuals (ONT) (1)	6,913	--	22%	20%	14%	12%	10%	7%	16%

NOTES:

"Total" numbers are in thousands (000)

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) Source: Statistics Canada publication 13-207 (Reference 85), Table 35, "Percentage Distribution of Individuals by Income Group", 1983; (Except "Total", 6,913, which is taken from the CHDS.)

(2) All percentages have been increased slightly in proportion to the number of "unknown" answers, so that totals for known income columns are 100%

(3) Values calculated from combined totals in CHDS raw data.

C4 EMPLOYMENT

Trends/Observations

- The percentage of all disabled employed is almost one-half of the average for the entire Ontario population.

- There are (proportionately) slightly more employed disabled persons in Ontario than in Canada.

- There is little difference in employment or participation in the labour force between urban and rural disabled persons.

- 90% of Group A is not in the labour force, as compared to:

- Group B	87%
- Group C	80%
- Group D	65%
- All Disabled	64%

ie. There is a reduced "participation rate" in the labour force with increasing severity of disability.

TABLE C4: Employment (CHDS Data for Ontario)

DESCRIPTION	TOTAL	EMPLOYED	NOT EMPLOYED	PERCENT EMPLOYED	IN LABOUR FORCE	NOT IN LABOUR FORCE	(1) PERCENT IN LABOUR FORCE
CHDS Question	A,B,C						
All Disabled (ONT)	937	304	38	32%	342	595	36%
Urban	691	225	28	33%	253	438	37%
Rural	246	80	*	33%	89	157	36%
Group A	79	*	*	--	(3) 8	71	11%
Urban	63	*	*	--	(3) 7	56	11%
Rural	16	*	*	--	1	15	6%
Group B	173	20	(3) 3	12%	23	151	13%
Urban	130	16	(3) 3	12%	18	111	14%
Rural	44	*	*	--	5	39	11%
Group C	246	41	(3) 8	17%	49	197	20%
Urban	183	32	(3) 6	17%	38	145	21%
Rural	63	*	*	--	11	52	17%
Group D	321	99	12	31%	111	210	35%
Urban	234	70	(3) 8	30%	78	156	33%
Rural	87	29	4	33%	33	54	38%
All Disabled (CAN)	2,448	675	98	28%	773	1,675	32%
All Individuals (ONT) (2)	6,913	4,096	474	60%	4,570	2,236	67%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) Also known as "participation rate"

(2) Source: Statistics Canada report 71-529, Reference 85, Table 5, 1983 data
Except "Total", which is taken from CHDS.

(3) Calculated values from raw CHDS totals.

C5 HOMEBOUNDEDNESS

Observations/Trends

For Short (Local) Trips

- An average of 6% of disabled are homebound for short trips.
- Percent homebound:

- Group A	27%	
- Group B	17%	
- Group C	14%	
- Group D	3%	
- All Disabled	6%	
- Wheelchair and Walker	26%	(from Canadian data)
- Mentally Impaired	22%	(from Canadian data)
- Visually Impaired	13%	
- Elderly	8%	
- All Disabled	6%	

- Rural and urban are equally homebound.

For Long (Intercity) Trips (greater than 80km)

- An average of 10% are homebound.
- In order of decreasing homeboundedness:

- Group A	41%
- Group B	28%
- Group C	24%
- All Disabled	10%
- Group D	6%
- Wheelchair and Walker	33%
- Mentally Impaired	30%
- Visually Impaired	17%
- Elderly	15%
- Hearing Impaired	9%

- Rural slightly less homebound than urban dwellers.

TABLE C5: Homeboundedness (CHDS data for Ontario)

		SHORT DISTANCE			LONG DISTANCE		
DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND
CHDS Question	A,B,C	F2.1	F2.2	(F2.1) /(A,B,C)	F25.1	F25.2	(F25.1) /(A,B,C)
All Disabled (ONT)	937	56	859	6%	95	819	10%
Urban	691	41	634	6%	73	601	11%
Rural	246	14	226	6%	22	218	9%
Group A	79	21	57	27%	32	46	41%
Urban	63	17	45	26%	26	36	41%
Rural	16	(3) 4	12	25%	*	10	--
Group B	173	30	139	17%	49	121	28%
Urban	130	24	104	18%	38	89	29%
Rural	44	(3) 6	35	14%	11	32	25%
Group C	246	34	207	14%	60	181	24%
Urban	183	27	153	15%	47	133	26%
Rural	63	(3) 7	54	11%	13	49	21%
Group D	321	11	302	3%	19	294	6%
Urban	234	*	221	--	14	214	6%
Rural	87	*	82	--	*	79	--
Elderly	333	25	300	8%	51	274	15%
Urban	241	20	216	8%	--	200	--
Rural	92	(3) 5	83	5%	--	74	--
Visually Impaired	119	15	101	13%	20	96	17%
Urban	91	--	78	--	--	75	--
Rural	27	--	23	--	--	21	--
Mentally Impaired	25	*	(1) 20	(1) 22%	*	18	(1) 30%
Wheelchair/Walker	36	*	(1) 27	(1) 26%	12	23	(1) 33%
Hearing Impaired	237	12	219	5%	21	210	9%
All Disabled (CAN)	2,448	158	2,233	6%	302	2,087	12%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question. Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Calculated by subtracting Urban from Ontario Totals.

C6 SHORT DISTANCE (LOCAL) TRANSIT

C6.0 General Trends/Observations: Short Distance (Local) Transit

(see Tables 6.0-1, 6.0-2)

- The personal vehicle (usually an automobile) is, by far the most frequently used mode of local transit. It is used more in rural than urban areas. Almost as many disabled persons have access to personal vehicles as the general population.
- Public transit and special transit are not generally available in rural areas. However the perceived need for special transit in rural areas is as great as in urban areas.
- Use of cars and public transit is higher for Group D, and decreases with an increase in severity of disability. There are no apparent trends for taxi usage. Use of special transit is so low as to preclude quoting data.
- Boarding/deboarding, and getting to the stop are the greatest difficulties with public transit. The mentally impaired have a high incidence of trouble with public transit.
- 52% of the disabled who need special transit do not have it available. The elderly, mentally impaired, and vision impaired have a greater need than other groups.
- Unlike the other modes (where most sub-groups use the mode less than the total disabled), most sub-groups use taxis more than the total disabled population. The exception is the mentally impaired, who use taxis less.

NOTE: The logic of the CHDS questions regarding local travel is illustrated in the Figures following the table for each mode of transit. Various data from the tables are shown in the figures for representative purposes.

TABLE C6.0-1: Short Distance Transit (Urban)

	All Disabled	Group A	Group B	Group C	Group D
Personal Vehicle (PV)					
Have PV avail.and use it (as % of non-homebound)	69%	56%	63%	65%	71%
Public Transit (PT)					
Have PT avail. (as % of non-homebound)	84%	93%	85%	83%	86%
Use PT (as % of those who have it avail.)	43%	24%	28%	31%	49%
Have trouble with PT (as % of those who (have it avail.)	22%	69%	61%	50%	21%
Special Transit (ST)					
Need ST (as % non-homebound	5%	--	16%	13%	--
Have ST avail. (as % of those who need it)	61%	--	71%	65%	--
Use ST (as % o those who have it avail.)	--	--	--	--	-- --
Taxi					
Have taxi avail. (as % of non-homebound)	92%	93%	91%	91%	93%
Use taxi (as % of those who have it avail.)	25%	29%	32%	29%	28%

TABLE C6.0-2: Short Distance Transit (Rural)

	All Disabled	Group A	Group B	Group C	Group D
Personal Vehicle (PV)					
Have PV avail. and use it (as % of non-homebound)	82%	58%	77%	80%	84%
Public Transit (PT)					
Have PT avail. (as % of non-homebound)	13%	1%	3%	7%	15%
Use PT (as % oof those who have it avail.)	27%	--	--	--	--
Have trouble with PT (as % of those who (have it avail.)	17%	--	--	--	--
Special Transit (ST)					
Need ST (as % of non-homebound	6%	--	--	--	--
Have ST avail.(as % of those who need it)	14%	--	--	--	--
Use ST (as % o those who have it avail.)	--	--	--	--	--
Taxi					
Have taxi avail. (as % of non-homebound)	64%	67%	71%	65%	61%
Use taxi (as % of those who have it avail.)	17%	25%	20%	20%	20%

C6.1 Trends/Observations: Personal Vehicles

- The availability/usage of personal vehicles is shown below for various group definitions:

- Group A	56%
- Group B	66%
- Group C	69%
- Group D	74%
- All Disabled	73%
- Able	93% [21]

- Rural Disabled	82%
- Urban Disabled	69%
- All Disabled	73%

- All Disabled	73%
- Hearing impaired	72%
- Wheelchair/Walker	69% (from Canadian data)
- Elderly	60%
- Visually Impaired	58%

- There are a lower percentage of elderly disabled persons using auto.

- There are a higher percentage of rural than urban dwellers using auto.

- There is increasing use of auto with reduced severity of disability base.

- In 1983, 80% of all the households in Ontario owned at least one automobile. Thus, the percentage availability/usage on the part of the disabled community is slightly less than the able-bodied.

- The logic of the CHDS questions is illustrated in Figure C6.1, using Canadian disabled data.

TABLE C6.1: Personal Vehicle (CHDS Data for Ontario)

DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	NOT AVAILABLE OR UNUSED	AVAIL/ USE OF VEHICLE AS DRIVER	AS PASSENGER	PERCENT AVAIL/USED
CHDS Question	A,B,C	F2.1	F2.2	(F2.1) /(A,B,C)	F3.2	F4.1	F4.2	(3)
All Disabled (ONT)	937	56	859	6%	236	372	251	73%
Urban	691	41	634	6%	193	259	179	69%
Rural	246	14	226	6%	43	113	72	82%
Group A	79	21	57	27%	25	*	23	(3) 56%
Urban	63	--	45	--	20	*	17	(3) 56%
Rural	16	--	12	--	*	*	*	--
Group B	173	30	139	17%	49	34	58	66%
Urban	130	--	104	--	39	23	42	63%
Rural	44	--	35	--	11	11	16	77%
Group C	246	34	207	14%	67	69	73	69%
Urban	183	--	153	--	54	49	50	65%
Rural	63	--	54	--	13	20	23	80%
Group D	321	11	302	3%	81	138	86	74%
Urban	234	--	221	--	67	94	62	71%
Rural	87	--	82	--	14	45	24	84%
Elderly	333	25	300	8%	114	90	91	60%
Urban	241	--	216	--	91	57	65	56%
Rural	92	--	83	--	23	34	27	73%
Visually Impaired	119	15	101	13%	41	19	40	58%
Urban	91	--	78	--	34	14	31	58%
Rural	27	--	23	--	*	*	*	--
Mentally Impaired	25	*	(1) 20	(1) 22%	*	*	11	--
Wheelchair/Walker	36	*	(1) 27	(1) 26%	*	*	12	(1) 69%
Hearing Impaired	237	12	219	5%	61	98	59	72%
All Disabled (CAN)	2,448	158	2,233	6%	640	937	653	69%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question. Some numbers for urban and rural are calculated from (Urban+Rural) total ratios.

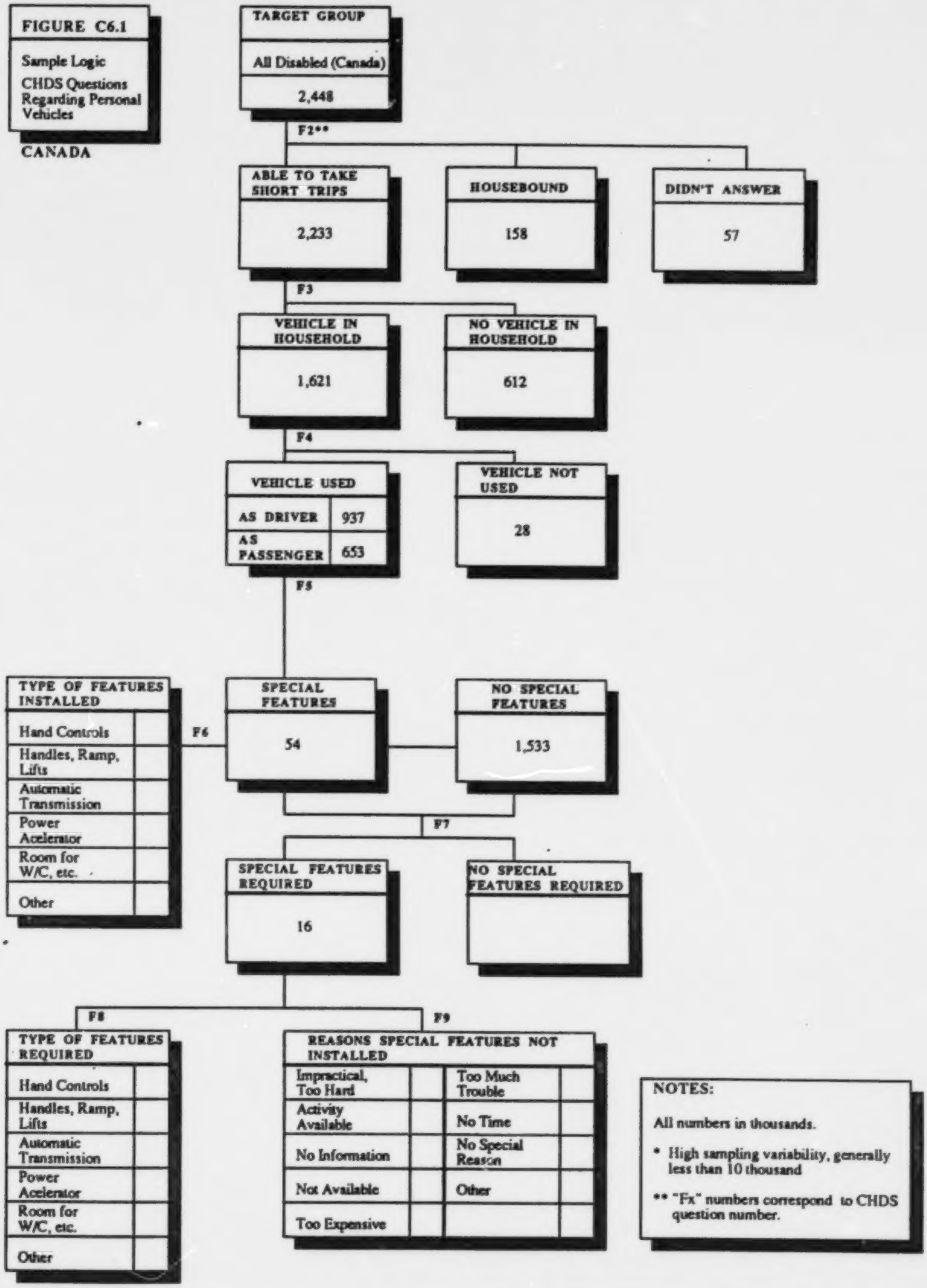
(3) Most values calculated by (F4.1 + F4.2)/(F2.2) Some values calculated by (F2.2-F3.2)/(F2.2)

FIGURE C6.1

Sample Logic

CHDS Questions Regarding Personal Vehicles

CANADA



NOTES:

All numbers in thousands.

* High sampling variability, generally less than 10 thousand

** "Fx" numbers correspond to CHDS question number.

C6.2 Trends/Observations: Use of Public Transit (P.T.)

- There is no particular pattern in availability amongst the various groups, except that a larger proportion of "mentally impaired" have no public transit available.
- Very few rural dwellers have P.T. available.
- Where P.T. is available in rural, it is used less.
- The "visually impaired" use P.T. more than "all disabled".
- The "wheelchair/walker" group use P.T. less than "all disabled".
- The "elderly" use P.T. as much as "all disabled".
- The "elderly" have slightly more trouble with P.T. than "all disabled".
- The "visually impaired" have same amount of trouble as "all disabled".
- "Boarding" is the greatest trouble.
- "Getting to the stop" is the second greatest trouble.
- The "mentally impaired" have a high incidence of trouble (especially with boarding).

TABLE C6.2: Public Transit (CHDS Data for Ontario)

								FREQUEKCY OF PUBLIC	
DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	PUBLIC TRANSIT AVAILABLE	PUBLIC TRANSIT NOT AVAIL.	(4) PERCENT AVAILABLE	ALMOST EVERY DAY	OCCASS-IONALLY
CHDS Question	A,B,C	F2.1	F2.2	(F2.1) /(A,B,C)	F13.1	F13.2	(F13.1) /(F2.2)	F14.1	F14.2
All Disabled (ONT)	937	56	859	6%	565	295	66%	76	164
Urban	691	41	634	6%	535	96	84%	74	158
Rural	246	14	226	6%	30	199	13%	*	*
Group A	79	21	57	27%	43	15	75%	*	*
Urban	63	17	45	26%	42	*	93%	*	*
Rural	16	*	12	--	*	12	(4) 0%	*	*
Group B	173	30	139	17%	93	49	67%	*	19
Urban	130	24	104	18%	88	15	85%	*	19
Rural	44	*	35	--	*	34	(4) 3%	*	*
Group C	246	34	207	14%	133	76	64%	12	29
Urban	183	27	153	15%	127	26	83%	12	28
Rural	63	*	54	--	*	50	(4) 7%	*	*
Group D	321	11	302	3%	203	103	67%	23	71
Urban	234	*	221	--	191	31	86%	23	69
Rural	87	*	82	--	12	71	15%	*	*
Elderly	333	25	300	8%	189	107	63%	16	63
Urban	241	20	216	8%	179	33	83%	16	61
Rural	92	*	83	--	10	74	12%	*	*
Visually Impaired	119	15	101	13%	68	33	67%	14	21
Urban	91	--	78	--	64	14	82%	14	20
Rural	27	--	23	--	*	19	(4) 17%	*	*
Mentally Impaired	25	*	(1) 20	(1) 22%	13	*	(1) 54%	*	*
Wheelchair/Walker	36	*	(1) 27	(1) 26%	16	*	59%	*	*
Hearing Impaired	237	12	219	5%	139	79	63%	15	42
All Disabled (CAN)	2,448	158	2,233	6%	1,317	--	59%	164	375

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question. Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Most values calculated by: (F14.1 + F14.2)/(F13.1). Some values calculated by (F13.1-F14.3)/(F13.1)

(4) Some values calculated by (F2.2-F13.2)/(F2.2)

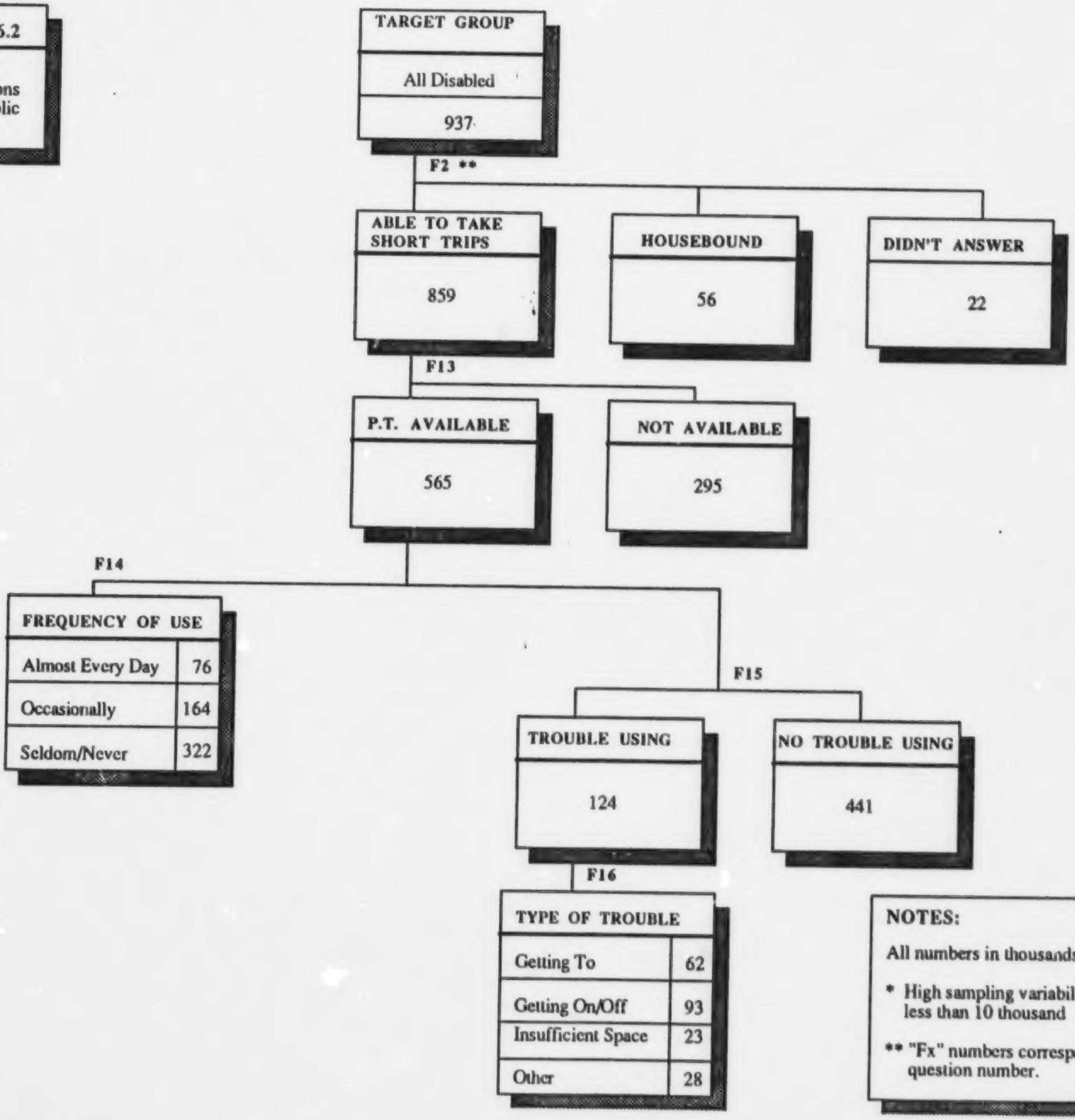
OF PUBLIC TRANSIT USE						TYPE OF TROUBLE			
CASS- NALLY	SELDOM, NEVER	PERCENT USING	NO TROUBLE USING	TROUBLE USING	PERCENT HAVING TROUBLE	GETTING TO STOP	GETTING ON/OFF	INSUFF. SPACE	OTHER
		(3)			(F15.1)				
F14.2	F14.3		F15.2	F15.1	/(F13.1)	F16.1	F16.2	F16.3	F16.4
164	322	42%	441	124	22%	62	93	23	28
158	300	43%	416	119	22%	59	90	23	27
*	22	27%	25	*	17%	*	*	*	*
*	33	23%	13	30	70%	22	27	*	*
*	32	24%	13	29	69%	21	26	*	*
*	*	--	*	*	--	*	*	*	*
19	68	27%	36	56	60%	41	52	14	*
19	63	28%	34	54	61%	39	50	14	*
*	*	--	*	*	--	*	*	*	*
29	91	32%	66	67	50%	45	60	17	10
28	87	31%	63	64	50%	43	58	17	*
*	*	--	*	*	--	*	*	*	*
71	107	47%	162	41	20%	15	27	*	10
69	98	49%	151	40	21%	14	26	*	10
*	*	--	10	2	20%	*	*	*	*
63	109	42%	132	57	30%	33	47	*	*
61	101	44%	124	56	31%	32	46	*	*
*	*	--	*	*	--	*	*	*	*
21	33	51%	50	18	26%	11	14	*	*
20	30	53%	48	17	27%	11	14	*	*
*	*	--	*	*	--	*	*	*	*
*	*	--	*	*	(1) 46%	*	*	*	*
*	13	19%	*	*	--	*	*	*	*
42	81	41%	116	23	17%	12	18	*	*
375	771	41%	1,032	281	21%	142	142	50	72

FIGURE C6.2

Sample Logic

CHDS Questions Regarding Public Transit (P.T.)

ONTARIO



NOTES:

All numbers in thousands.

* High sampling variability, generally less than 10 thousand

** "Fx" numbers correspond to CHDS question number.

C6.3 Trends/Observations: Special Transit (S.T.)

- An important note of caution is required here: the CHDS numbers are significantly lower than from known Ontario numbers (from MTC and CUTA). The MTC numbers include registrants 5 years and older but the major source of the difference is, in all probability, the low statistical count of the CHDS data for special transit.

- 48% of people who need S.T. have it available.
  - more in urban, less in rural
  - more in all of Canada
  - urban better served than rural

- The "elderly" have a greater need, but S.T. is less available.

- "All Canadians" have a greater need, and S.T. is more available.
  - Ontario lagging behind?
  - tighter eligibility

- The overall use of special transit is very low.

- The mentally impaired, seeing impaired have a high need.

TABLE C6.3: Special Transit (CHDS Data for Ontario)

DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	NEED SPECIAL TRANSIT	PERCENT WHO NEED	SPECIAL TRANSIT AVAILABLE	PERCENT AVAILABLE	FREQUENCY OF S.T. USE		
									ALMOST EVERY DAY	OCCASS-IONALLY	SELDOM/ NEVER
CHDS Question	A,B,C	F2.1	F2.2	(F2.1) /(A,B,C)	F10.1	(F10.1) /(F2.2)	F11.1	(F11.1) /(F10.1)	F12.1	F12.2	F12.3
All Disabled (ONT)	937	56	859	6%	44	5.1%	21	48%	*	*	*
Urban	691	41	634	6%	31	4.9%	19	61%	*	*	*
Rural	246	14	226	6%	14	6.2%	*	--	*	*	*
Group A	79	21	57	27%	10	18%	*	--	*	*	*
Urban	63	17	45	26%	*	--	*	--	*	*	*
Rural	16	4(3)	12	25%	*	--	*	--	*	*	*
Group B	173	30	139	17%	23	17%	13	57%	*	*	*
Urban	130	24	104	18%	17	16%	12	71%	*	*	*
Rural	44	6(3)	35	14%	*	--	*	--	*	*	*
Group C	246	34	207	14%	27	13%	14	52%	*	*	*
Urban	183	27	153	15%	20	13%	13	65%	*	*	*
Rural	63	7(3)	34	11%	*	--	*	--	*	*	*
Group D	321	11	302	3%	10	3%	*	--	*	*	*
Urban	234	*	221	--	*	--	*	--	*	*	*
Rural	87	*	82	--	*	--	*	--	*	*	*
Elderly	333	28	300	8%	25	8%	10	40%	*	*	*
Urban	241	20	216	8%	16	--	10	63%	*	*	*
Rural	92	8(3)	83	9%	*	--	*	--	*	*	*
Visually Impaired	119	15	101	13%	*	(1) 12%	*	--	*	*	*
Urban	91	10	78	11%	*	--	*	--	*	*	*
Rural	27	5(3)	23	19%	*	--	*	--	*	*	*
Mentally Impaired	25	*	(1) 20	(1) 22%	*	(1) 14%	*	--	*	*	*
Wheelchair/Walker	36	*	(1) 27	(1) 26%	*	(1) 37%	*	--	*	*	*
Hearing Impaired	237	12	219	5%	10	5%	*	--	*	*	*
All Disabled (CAN)	2,448	158	2,233	6%	142	6%	80	56%	13	29	35

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

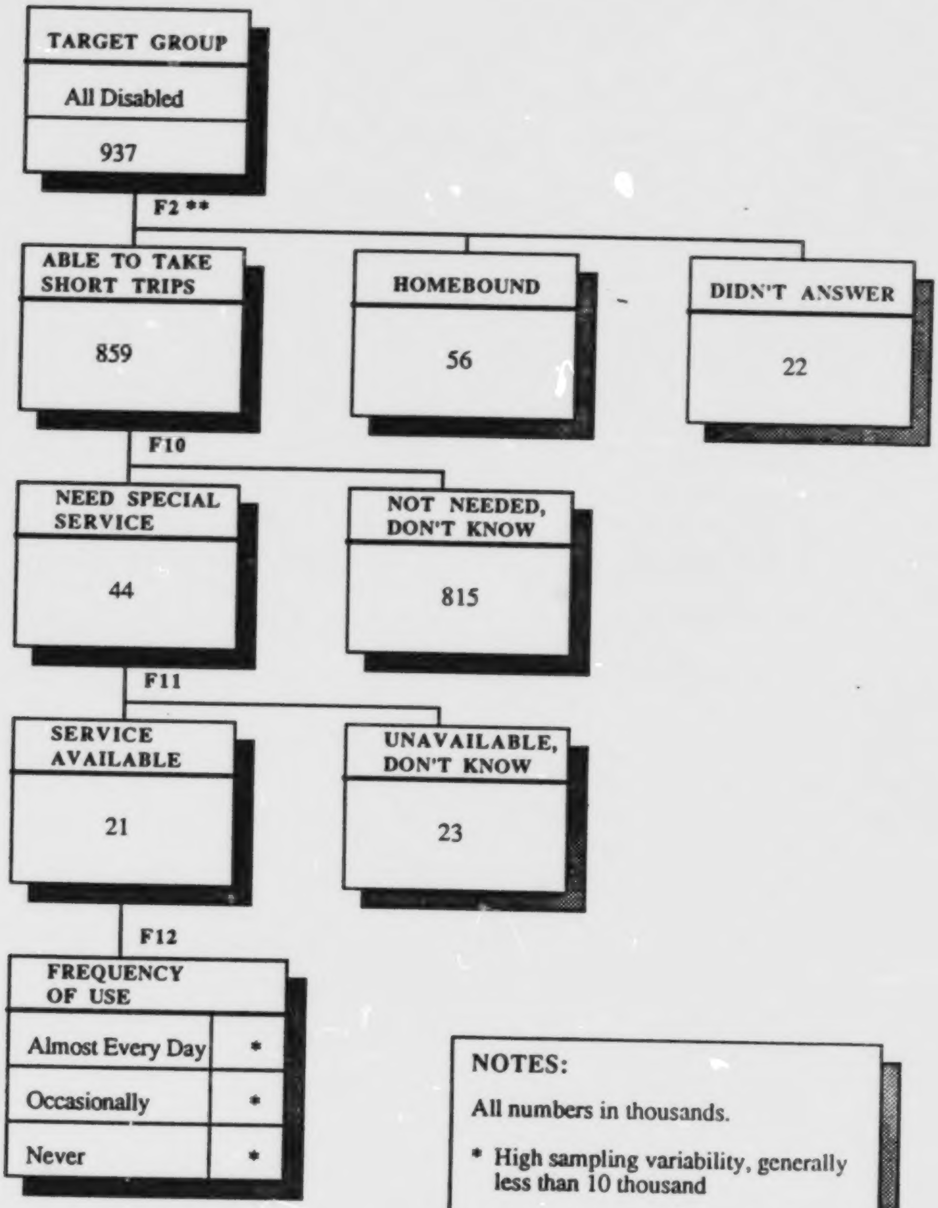
(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question.
Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Calculated by subtracting Urban from Ontario Totals.

FIGURE C6.3

Sample Logic
CHDS Questions
Regarding
Special
Transit



NOTES:

All numbers in thousands.

* High sampling variability, generally less than 10 thousand

** "Fx" numbers correspond to CHDS question number.

C6.4 **Trends/Observations: Taxi**

- More taxi service is available in urban than rural.
- More taxis available in Ontario than Canada.
- Taxis are used more in urban than rural (due to higher income?).
- Taxis are generally not used frequently.
- Taxis are used more frequently by all sub-groups (except mentally impaired) than the total disabled.
- Taxis used very little by mentally impaired.

TABLE C6.4: Taxi (CHDS Data for Ontario)

DESCRIPTION	TOTAL	HOUSEBOUND (2)	NON-HOUSEBOUND (2)	PERCENT HOUSEBOUND	TAXI AVAILABLE	TAXI NOT AVAILABLE	PERCENT AVAILABLE	FREQUENCY OF TAXI USAGE			PERCENT USING
								ALMOST EVERY DAY	OCCASS-IONALLY	SELDOM/ NEVER	
CHDS Question	A,B,C	F2.1	F2.2	(F2.1) /(A,B,C)	F17.1	F17.2	(F17.1) /(F2.2)	F18.1	F18.2	F18.3	(3)
All Disabled (ONT)	937	56	859	6%	727	126	85%	*	166	554	24%
Urban	691	41	634	6%	583	46	92%	*	143	435	25%
Rural	246	14	226	6%	144	80	64%	*	23	119	17%
Group A	79	21	57	27%	50	*	88%	*	14	37	26%
Urban	63	--	45	--	42	*	93%	*	12	30	29%
Rural	16	--	12	--	*	*	--	*	*	*	--
Group B	173	30	139	17%	119	20	86%	*	33	85	29%
Urban	130	--	104	--	95	*	91%	*	28	65	32%
Rural	44	--	35	--	25	12	71%	*	*	20	20%
Group C	246	34	207	14%	173	33	84%	*	44	127	27%
Urban	183	--	153	--	139	16	91%	*	38	99	29%
Rural	63	--	54	--	35	19	65%	*	*	28	20%
Group D	321	11	302	3%	255	49	84%	*	64	187	27%
Urban	234	--	221	--	205	17	93%	*	55	147	28%
Rural	87	--	82	--	50	40	61%	*	*	40	20%
Elderly	333	25	300	8%	245	48	82%	*	74	168	31%
Urban	241	--	216	--	190	22	88%	*	63	125	34%
Rural	92	--	83	--	55	26	66%	*	12	43	22%
Visually Impaired	119	15	101	13%	86	14	85%	*	25	60	30%
Urban	91	--	78	--	71	*	91%	*	21	49	31%
Rural	27	--	23	--	15	*	65%	*	*	11	27%
Mentally Impaired	25	*	(1) 20	(1) 22%	18	*	82%	*	*	16	11%
Wheelchair/Walker	36	*	(1) 27	(1) 26%	21	*	81%	*	*	14	33%
Hearing Impaired	237	12	219	5%	182	34	83%	*	41	140	23%
All Disabled (CAN)	2,448	158	2,233	6%	1,777	437	80%	13	405	1,359	24%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

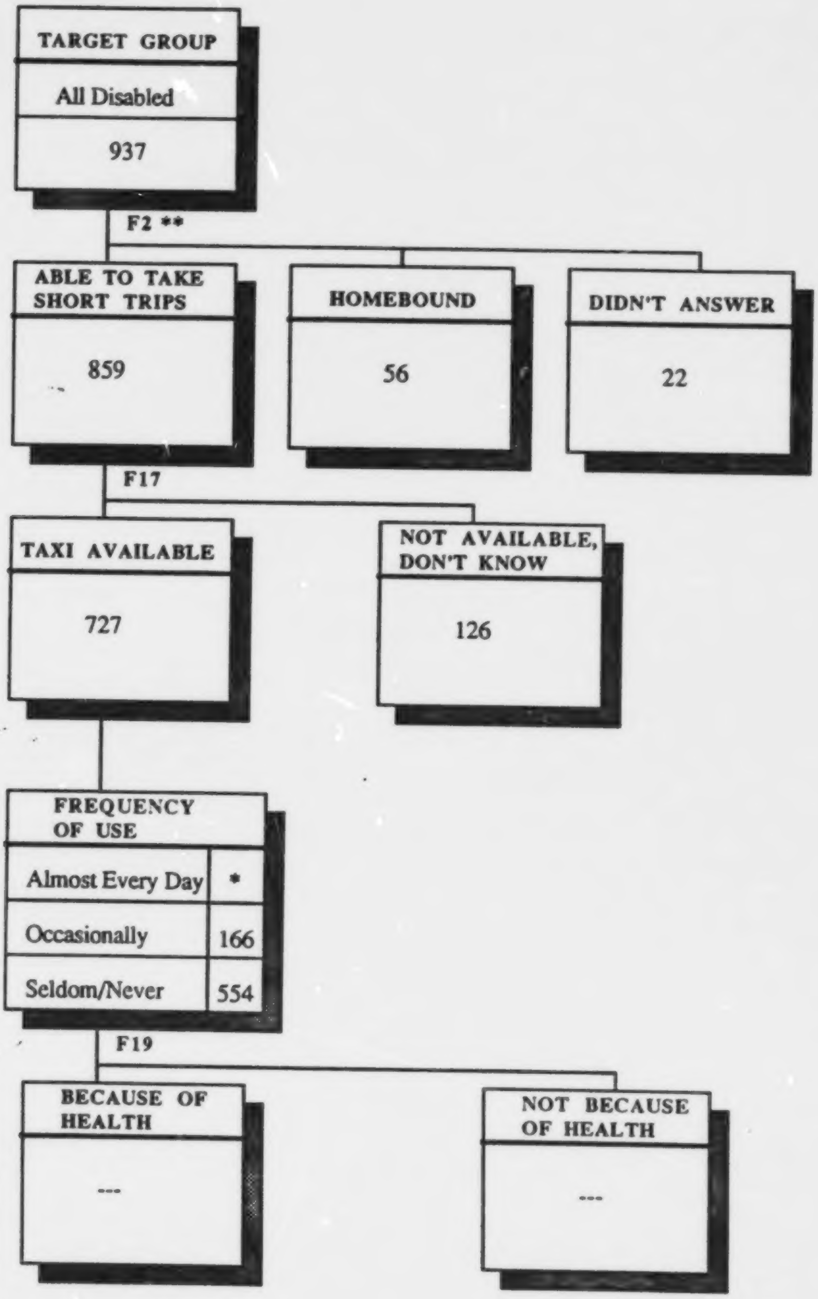
(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question.
Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Values calculated by: (F17.1 minus F18.3)/(F17.1)

FIGURE C6.4

Sample Logic CHDS Questions Regarding Taxi Service



NOTES:

All numbers in thousands.

* High sampling variability, generally less than 10 thousand

** "Fx" numbers correspond to CHDS question number.

C7 LONG DISTANCE (INTERCITY) TRANSPORTATION

C7.0 Trends/Observations: Intercity (In General)

(see Tables C7.0-1, C7.0-2)

- There are almost twice as many "intercity homebound" than homebound with respect to short distance travel.

- In order of decreasing "homeboundedness:

  Group A
    - Wheelchair/Walker
    - Mentally impaired

  Group B

  Group C
    - Visually Impaired
    - Elderly
    - All disabled
    - Hearing Impaired

  Group D

- Rural is less homebound than urban.

- Group D has less trouble with all modes than the average disabled traveller--the other groups have more trouble. (As elsewhere, the more severe the disability, the more trouble experienced.)

- All groups have the most trouble with intercity buses.

- For Groups A and B, the car gives the least trouble than the other three modes.

- Personal vehicles are by far the most used mode of transportation.

- After the car, Group D uses the bus most.

- After the car, Groups A, B, and C use airlines most.

- The train is used by very few, virtually none in Group A.

NOTE: The logic of the CHDS questions regarding intercity travel is shown in Figure C7.1, which illustrates the total Ontario disabled population and its use of air travel.

TABLE C7.0-1: Those Having Trouble With Intercity Transportation
(as a percentage of those non-homebound)

	All Disabled	Group A	Group B	Group C	Group D
Air	8%	28%	22%	16%	5%
Rail	11%	44%	39%	31%	8%
Car	12%	24%	19%	18%	14%
Bus	16%	51%	47%	40%	16%

TABLE C7.0-2: Those Using Intercity Transportation
(as a percentage of those non-homebound)

	All Disabled	Group A	Group B	Group C	Group D
Air	11%	14%(1)	10%	12%	11%
Rail	7%	0%(1)	3%	6%	8%
Car	64%	54%	57%	60%	63%
Bus	13%	11%	9%	9%	15%

Notes: (1) From Canadian data.

C7.1 **Trends/Observations: Intercity Air**

(see Figure C7.1)

- In order of decreasing trouble:
  - Group A
  - Group B
  - Group C
  - All disabled
  - Group D

  (no data for elderly, visual, mental, wheelchair)
- There is little difference in usage of airlines between urban and rural.
- All groups use airlines at approximately the same rate.

TABLE C7.1: Intercity Air (CH[illegible] data for Ontario)

DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	TROUBLE	NO TROUBLE	PERCENT HAVING TROUBLE	NUMBER OF TRIPS IN THREE MONTHS				NUMBER TRAVELLING	PERCENT TRAVELLING
								ZERO	ONE	TWO	THREE +		
CHDS Question	A,B,C	F25.1	F25.2	(F25.1) /(A,B,C)	F26.1	F26.2	(3)	F28.1	F28.2	F28.3	F28.4	(4)	(5)
All Disabled (ONT)	937	95	819	10%	53	607	8%	590	48	13	*	70	11%
Urban	691	73	601	11%	39	455	8%	436	39	11	*	58	12%
Rural	246	22	218	9%	14	153	8%	154	*	*	*	13	8%
Group A	79	32	46	41%	*	26	(1) 28%	30	*	*	*	--	(1) 14%
Urban	63	26	36	41%	*	22	(1) 27%	25	*	*	*	--	(1) 14%
Rural	16	*	10	--	*	*	(1) 26%	*	*	*	*	--	--
Group B	173	49	121	28%	19	68	22%	78	*	*	*	9	10%
Urban	130	38	89	29%	13	51	20%	57	*	*	*	7	11%
Rural	44	11	32	25%	*	17	--	20	*	*	*	--	--
Group C	246	60	181	24%	22	112	16%	118	11	*	*	16	12%
Urban	183	47	133	26%	15	84	15%	86	*	*	*	13	13%
Rural	63	13	49	21%	*	28	--	32	*	*	*	--	--
Group D	321	19	294	6%	13	224	5%	212	18	*	*	25	11%
Urban	234	14	214	6%	10	165	6%	154	14	*	*	21	12%
Rural	87	*	79	--	*	60	--	58	*	*	*	--	--
Elderly	333	51	274	15%	--	--	--	191	17	*	*	--	--
Urban	241	--	200	--	--	--	--	136	14	*	*	--	--
Rural	92	--	74	--	--	--	--	55	*	*	*	--	--
Visually Impaired	119	20	96	17%	--	--	--	67	*	*	*	--	--
Urban	91	--	75	--	--	--	--	52	*	*	*	--	--
Rural	27	--	21	--	--	--	--	15	*	*	*	--	--
Mentally Impaired	25	*	18	(1) 30%	--	--	--	14	*	*	*	--	--
Wheelchair/Walker	36	12	23	(1) 33%	--	--	--	13	*	*	*	--	--
Hearing Impaired	237	21	210	9%	--	--	--	146	11	*	*	--	--
All Disabled (CAN)	2,448	302	2,087	12%	136	1,499	8%	1,444	127	30	24	191	11%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question.
Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Calculated by: (F26.1)/(F26.1 + F26.2)

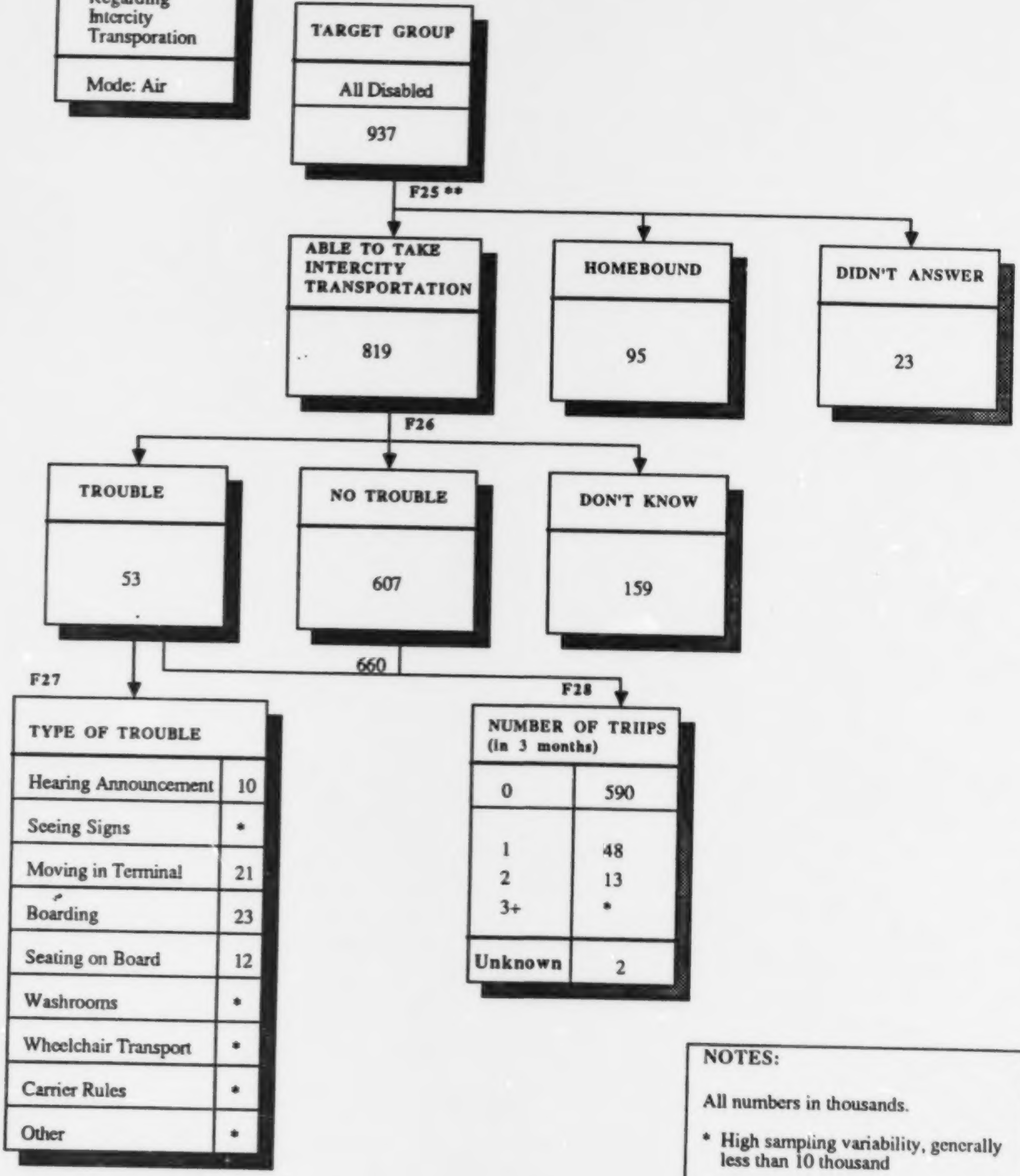
(4) Calculated by: (F26.1 + F26.2) minus (F28.1)

(5) Calcualted by: (4)/(F26.1 + F26.2)

FIGURE C7.1

Sample Logic
CHDS
Questions
Regarding
Intercity
Transporation

Mode: Air



TYPE OF TROUBLE	
Hearing Announcement	10
Seeing Signs	*
Moving in Terminal	21
Boarding	23
Seating on Board	12
Washrooms	*
Wheelchair Transport	*
Carrier Rules	*
Other	*

NUMBER OF TRIIPS (in 3 months)	
0	590
1	48
2	13
3+	*
Unknown	2

NOTES:

All numbers in thousands.

* High sampling variability, generally less than 10 thousand

** "Fx" numbers correspond to CHDS question number.

C7.2 Trends/Observations: Intercity Bus

- In order of decreasing trouble:

    - Group A
    - Group B
    - Group C
    - All disabled
    - Group D

    (no data for elderly, visual, mental, wheelchair)

- There is little difference in usage of buses between urban and rural.

- Groups A and D travel by bus slightly more than Groups B and C.

TABLE C7.2: Intercity Bus (CHDS data for Ontario)

DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	TROUBLE	NO TROUBLE	PERCENT HAVING TROUBLE	NUMBER OF TRIPS IN THREE MONTHS ZERO	ONE	TWO	THREE +	NUMBER TRAVELLING	PERCENT TRAVELLING
CHDS Question	A,B,C	F25.1	F25.2	(F25.1) /(A,B,C)	F29.1	F29.2	(3)	F31.1	F31.2	F31.3	F31.4	(4)	(5)
All Disabled (ONT)	937	95	819	10%	122	618	16%	640	55	22	21	100	13%
Urban	691	73	601	11%	88	458	16%	469	41	19	17	77	14%
Rural	246	22	218	9%	34	161	17%	173	14	*	*	22	11%
Group A	79	32	46	41%	19	18	51%	33	*	*	*	4	11%
Urban	63	26	36	41%	13	16	45%	25	*	*	*	4	14%
Rural	16	*	10	--	*	*	(1) 54%	*	*	*	*	--	--
Group B	173	49	121	28%	46	52	47%	89	*	*	*	9	9%
Urban	130	38	89	29%	34	37	48%	64	*	*	*	7	10%
Rural	44	11	32	25%	12	14	46%	25	*	*	*	--	--
Group C	246	60	181	24%	61	90	40%	138	*	*	*	13	9%
Urban	183	47	133	26%	45	65	41%	99	*	*	*	11	10%
Rural	63	13	49	21%	16	25	39%	39	*	*	*	--	--
Group D	321	19	294	6%	42	226	16%	229	22	*	*	39	15%
Urban	234	14	214	6%	31	165	16%	166	16	*	*	30	15%
Rural	87	*	79	--	11	61	15%	63	*	*	*	9	13%
All Disabled (CAN)	2,448	302	2,087	12%	304	1,565	16%	1,605	147	60	54	261	14%

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data, prorated for Ontario

(2) Housebound and Non-Housebound does not equal Total because approx 2% did not answer the question. Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Calculated by: (F29.1)/(F29.1 + F29.2)

(4) Calculated by: (F29.1 + F29.2) minus (F31.1)

(5) Calculated by: (4)/ (F29.1 + F29.2)

C7.3 Trends/Observations: Intercity Train

- In order of decreasing trouble:

  - Group A
  - Group B
  - Group C
  - All disabled
  - Group D

  (no data for elderly, visual, mental, wheelchair)

- Little difference in urban/rural train usage.

- Group A hardly travels at all by train.

TABLE C7.3: Intercity Train (CHDS data for Ontario)

DESCRIPTION	TOTAL	(2) HOUSEBOUND	(2) NON-HOUSEBOUND	PERCENT HOUSEBOUND	TROUBLE	NO TROUBLE	PERCENT HAVING TROUBLE	NO. OF TRIPS IN 3 MONTHS ZERO	ONE	TWO	NUMBER TRAVELLING	PERCENT TRAVELLING
CHDS Question	A,B,C	F25.1	F25.2	(F25.1) /(A,B,C)	F32.1	F32.2	(3)	F34.1	F34.2	F34.3	(4)	(5)
All Disabled (ONT)	937	95	819	10%	76	621	11%	650	32	*	47	7%
Urban	691	73	601	11%	58	458	11%	480	24	*	36	7%
Rural	246	22	218	9%	18	163	10%	170	*	*	11	6%
Group A	79	32	46	41%	16	20	44%	35	*	*	1	[illegible]
Urban	63	26	36	41%	11	16	41%	26	*	*	1	[illegible]
Rural	16	*	10	--	*	*	(1) 45%	*	*	*	--	--
Group B	173	49	121	28%	35	55	39%	87	*	*	3	[illegible]
Urban	130	38	89	29%	27	38	42%	62	*	*	3	[illegible]
Rural	44	11	32	25%	*	18	--	25	*	*	*	[illegible]
Group C	246	60	181	24%	44	97	31%	133	*	*	8	[illegible]
Urban	183	47	133	26%	33	68	33%	96	*	*	5	[illegible]
Rural	63	13	49	21%	10	28	26%	37	*	*	*	[illegible]
Group D	321	19	294	6%	19	228	8%	227	12	*	20	[illegible]
Urban	234	14	214	6%	16	164	9%	165	*	*	15	[illegible]
Rural	87	*	79	--	*	63	--	62	*	*	--	[illegible]
All Disabled (CAN)	2,448	302	2,087	12%	154	1,561	9%	1,626	59	24	89	[illegible]

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question. Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Calculated by: (F32.1)/(F32.1 + F32.2)

(4) Calculated by: (F32.1 + F32.2) minus (F34.1)

(5) Calculated by: (4)/(F32.1 + F32.2)

C7.4 Trends/Observations: Intercity Personal Vehicle

- All groups use car significantly more than other I/C modes.

- In order of decreasing trouble:

  - Group A
  - Group B
  - Group C
  - All disabled
  - Group D

  (no data for elderly, visual, mental, wheelchair)

- Groups A and B have less trouble with cars than other modes of I/C travel.

- Group C has the same amount of trouble with cars as other modes of I/C travel.

- Group D has more trouble with cars than other modes of I/C travel.

- The more severe the impairment, the less car usage there is.

TABLE C7.4: Intercity Personal Vehicle (CHDS data for Ontario)

			(2)				PERCENT	NUMBER OF TRIPS IN THREE MO				
		(2)	NON-	PERCENT		NO	HAVING					
DESCRIPTION	TOTAL	HOUSEBOUND	HOUSEBOUND	HOUSEBOUND	TROUBLE	TROUBLE	TROUBLE	ZERO	ONE	TWO	THREE	FOUR
				(F25.1)			(3)					
CHDS Question	A,B,C	F25.1	F25.2	/(A,B,C)	F35.1	F35.2		F36.1	F36.2	F36.3	F36.4	F36.5
All Disabled (ONT)	937	95	819	10%	96	701	12%	290	137	96	54	46
Urban	691	73	601	11%	68	512	12%	217	98	71	38	33
Rural	246	22	218	9%	28	190	13%	72	39	24	16	13
Group A	79	32	46	41%	*	37	(1) 24%	20	*	*	*	*
Urban	63	26	36	41%	*	29	(1) 25%	15	*	*	*	*
Rural	16	*	10	--	*	*	(1) 20%	*	*	*	*	*
Group B	173	49	121	28%	23	95	19%	51	21	15	*	*
Urban	130	38	89	29%	17	69	20%	38	15	11	*	*
Rural	44	11	32	25%	*	26	(1) 18%	13	*	*	*	*
Group C	246	60	181	24%	32	146	18%	71	32	24	15	12
Urban	183	47	133	26%	22	108	17%	54	22	17	10	*
Rural	63	13	49	21%	10	38	21%	17	10	*	*	*
Group D	321	19	294	6%	40	246	14%	107	56	30	13	16
Urban	234	14	214	6%	29	176	14%	79	41	22	*	12
Rural	87	*	79	--	11	70	14%	29	15	*	*	*
All Disabled (CAN)	2,448	158	2,233	6%	245	1,781	12%	741	375	240	150	109

NOTES:

All numbers in thousands (000), except for percentages

* High sampling variability; typically less than 10 thousand

-- Data not available

(1) From Canadian data

(2) Housebound and Non-Housebound does not equal Total because approx. 2% did not answer the question.
Some numbers for Urban and Rural are calculated from (Urban+Rural) total ratios.

(3) Calculated by: (F35.1)/(F35.1 + F35.2)

(4) Calculated by: (F35.1 + F35.2) minus (F36.1)

(5) Calculated by: (4)/ (F35.1 + F35.2)

REE MONTHS				
	FIVE		NUMBER	PERCENT
OUR	TO NINE	TEN +	TRAVELLING	TRAVELLING
			(4)	(5)
6.5	F36.6	F36.7		
46	89	83	507	64%
33	62	58	363	63%
13	27	25	146	67%
*	*	*	--	(1) 54%
*	*	*	--	(1) 51%
*	*	*	--	(1) 60%
*	*	*	67	57%
*	*	*	48	56%
*	*	*	--	(1) 60%
12	14	12	107	60%
*	*	*	76	58%
*	*	*	31	65%
16	34	28	179	63%
12	26	18	126	61%
*	9	10	52	64%
109	212	192	1,285	63%

C8 SHORT DISTANCE (LOCAL) RIDERSHIP ESTIMATES

This section predicts ridership on the various modes of urban and rural transit through the use of CHDS and UMTA [3] data. This is done in two steps:

- o validating the use of UMTA data, by comparing the percentages of people using various modes to the CHDS.
- o estimating the actual trip-making frequencies which correspond to the CHDS terms "almost every day", and "occasionally", by applying UMTA trip-making frequencies for comparable modes.

Section C8.3 shows further UMTA data, including ridership percentages and average number of trips for various modes and target groups.

C8.1 Comparison of CHDS and UMTA: Percentage of Persons Using Various Modes

(see Table C8.1)

- o CHDS data shows higher usage than in the UMTA data for most modes of transit. One possible reason is that the UMTA definition of homebound is much more restrictive than the CHDS definition, making the UMTA target populations proportionately smaller.
- o The reasons for the lower CHDS values for usage of personal vehicles as passengers are that: 1) the CHDS values exclude the use of non-household (friends' or relatives') vehicles; and, 2) respondents had to choose between "driver" and "passenger", and could not answer to both.
- o The same overall trends are seen in comparison of these two sources (UMTA, CHDS) for other (sub) target groups (elderly, vision-impaired, etc).
- o The UMTA values are felt to be close enough to the CHDS values, (given all of the differences in the survey techniques, target populations and dates) that UMTA data on trip-making can be used to supplement CHDS data where required.

TABLE C8.1: Percentage of Persons Using or Having Available Various Modes

Source	UMTA	CHDS
Target Group	Transportation Handicapped (4)	Group C & D (5)
Geographic Area	Urban	Urban
Personal Vehicle (1)		
Available	68%	68%
Used as Passenger	67%	(7) 30%
Used as Driver	32%	(7) 38%
Use of Public Transit (2)	24%	35%
Use of Special Transit	1%	(6) 1.8%
Use of Taxi	13%	26%
Walking	14%	--
Other (3)	7%	--

NOTES:

-- No data available

(1) Equates to "Car" and "Personal Van" in UMTA

(2) Equates to "Bus" and "Subway" in UMTA

(3) Includes school bus, train, trolley

(4) UMTA "Transportation Handicapped" - excludes homebound;
- those 5 years and older;
- physically handicapped who "have more difficulty using public transit than people without physical problems".

(5) CHDS "Group D" plus "Group C", Non-Homebound, Urban represent 6.8% of total urban population (as compared with 5% for UMTA numbers)

(6) From Canadian data, all disabled

(7) The CHDS question regarding personal vehicles gives a choice of usage as driver either/or passenger, not both. The CHDS passenger numbers are lower because they apply only to vehicles in the household, excluding use of vehicles as a passenger in a volunteer's or friend's car.

C8.2 Frequency of Travel by Various Modes

Table C8.2-1 shows the UMTA estimates for trip-making on the various modes. CHDS data has been manipulated to give matching ridership values as follows:

1) assume numerical values for the two CHDS usage terms: "almost every day" and "occasionally";

2) multiply the numerical values by the number using (from Table C6.2, C6.4) to give average trips/month values;

3) compare to UMTA values, and change (1) to suit; and,

4) continue iterating until comparable results are given.

The results are shown in Table C8.2-2. The conclusion is that "almost every day" equates to approximately 26 trips/month and "occasionally" equates to approximately 8 trips/month--reasonable values. Thus, for those who use public transit and taxi, they take (on average) 13 and 8 trips/month respectively.

TABLE C8.2-1: UMTA Average Number of Trips/Month (for only those who use the mode)

Target Group	Able	(4) Transportation Handicapped
Geographic Area	Mass Transit Areas	Urban
Personal Vehicle (1)		
Used as Driver	50	35
Used as Passenger	22	15
Use of Public Transit (2)	20	13
Use of Special Transit	--	20
Use of Taxi	7.3	7
Walking	45	15
Other (3)	35	20
All Modes	55	30

NOTES:

-- No data available

(1) Equates to "Car" and "Personal Van" in UMTA

(2) Equates to "Bus" and "Subway" in UMTA

(3) Includes school bus, train, trolley

(4) UMTA "Transportation Handicapped" - excludes homebound;
- those 5 years and older;
- physically handicapped who "have more difficulty using public transit than people without physical problems".

TABLE C8.2-2: Comparison of Trip Frequency (CHDS and UMTA)

	- - - Thousands of Travellers from CHDS - - -			Average Trips/Month (2) Per Mode User	
	Almost Every Day 26 trips/month	Occasionally 8 trips/month	Seldom/Never 0 trips/month	(1) CHDS	(1) UMTA
Public Transit (Urban)					
All Disabled	74	158	300	13.7	
Group D and Group C	35	97	185	12.8	13
Taxi (Urban)					
All Disabled	5	143	435	8.7	
Group D and Group C	4	93	246	7.7	7
Personal Vehicle	--	--	--	--	--
Special Transit	--	--	--	--	--

NOTES:

-- Insufficient data

(1) Comparing these two columns shows that UMTA and CHDS data are similar, under the assumption that "almost every day" equates to 26 trips/month; "occasionally" equates to 8 trips/month. (These assumed values were calculated to give the desired results.)

(2) Only for those who use the mode (excludes those travelling seldom or never)

C8.3 Other UMTA data

Table C8.3 shows some other interesting data from UMTA:

- 98% of "transportation handicapped" people currently travel (as compared to 99% of the able-bodied). Wheelchair users travel less (92%).
- The disabled traveller takes almost one-half the trips of the able-bodied. The elderly, wheelchair users, and visually impaired travel even less frequently.
- Wheelchair users take public transit, taxis and walk less than other groups. They use special transit much more, and personal vehicles slightly more.
- There are fewer disabled drivers, but more disabled passengers than able-bodied.
- Although not shown in the table, only 14% of the disabled travel for work purposes, as compared to 55% of the able-bodied. Those disabled who do travel, travel as frequently as the able-bodied (37-39 trips/month).

TABLE C8.3: UMTA Ridership Percentages (Percentage of All Trips Taken by all persons in the target group)

Target Group	Able	(4) Transportation Handicapped	Elderly	Wheelchair Users	Visually Impaired	Hearing Impaired
Geographic Area	Mass Transit Areas	Urban	Urban	Urban	Urban	Urban
Personal Vehicle (1)						
Used as Driver	63%	39%	31%	36%	19%	37%
Used as Passenger	16%	34%	45%	49%	46%	36%
Use of Public Transit (2)	12%	11%	9%	3%	12%	9%
Use of Special Transit	--	1%	0.2%	5%	0.3%	1%
Use of Taxi	1%	3%	5%	2%	7%	4%
Walking	5%	7%	8%	2%	11%	6%
Other (3)	3%	5%	1%	3%	5%	7%
Average Number of Trips/Month	54.8	29.5	20.4	21.8	23.0	27.5
Percent of Group Who Travel	99%	98%	96%	92%	98%	96%

NOTES:

-- No data available

(1) Equates to "Car" and "Personal Van" in UMTA

(2) Equates to "Bus" and "Subway" in UMTA

(3) Includes school bus, train, trolley

(4) UMTA "Transportation Handicapped" - excludes homebound;
- those 5 years and older;
- physically handicapped who "have more difficulty using public transit than people without physical problems".

TABLE C8.4: DERIVED MODAL SPLIT DATA

Mode	Number of Persons Using the Mode[1]	Average Number of Trips per Month[2]	Total Person-Trips per Month[5]	Percentage of all Trips Taken[6]
P.V. Driver	143[1]	35[2]	5,000	49
P.V. Passenger	112[1]	15[2]	1,680	16
P.T.	132[1]	13[3]	1,720	18
Taxi	98[1]	7.7[3]	760	8
S.T.	40[4]	2.6[4]	104	1
Walking	N/A	N/A	N/A	7[7]
TOTAL	-----	-----	9,260	100

Notes:

(1) Number of disabled adults, in Group C or D, Ontario urban areas, who had the mode available, and used it "almost everyday" or "occasionally". (See Appendix C6).

(2) From U.S. UMTA data. (See Table C8.2-1.)

(3) Derived from CHDS data. (See Table C8.2-1.)

(4) From MTC data for Ontario. (See Appendix E.1.1, Table E.1.)

(5) This column is the product of the first two columns.

(6) From U.S. UMTA. Calculated from total trips on the mode divided by grand total trips, after 7% for walking is accounted for.

(7) From U.S. UMTA data. (See table C8.3.)

Summary Note:

The derived modal splits agree reasonably well with other data sources, including UMTA.

C9 CHILDREN

Trends/Observations

- Age distributions for Ontario:

0-4 years old	27,000
5-9	38,000
10-14	49,000
Total Disabled Children	114,000

- There are proportionately fewer mobility disabled children than adults.
- There are proportionately fewer communication impaired children than adults.
- There are proportionately more mentally impaired children than adults.
- Public transit and taxis are available to many disabled children.
- 80% of those who need special transit have it available.
- Paratransit is used by many of those children to whom it is available.
- 4% of the children in the survey have trouble using P.T. (compared to 13% of the adult population).
- The various modes of transportation are used by the following percentage of disabled children travelling to school:

Walking	43%
Regular School Bus	37%
Private Vehicle	6.5%
Special Bus/Van	4.4%

TABLE C9.1: DISABLED CHILDREN: TYPE OF DISABILITY AND USE OF AIDS (Canada)

Description	Children (5-14 years)		Adults (15+ years)
	Population (000's)	Percent of Total Disabled Children	Percent of Total Disabled Adults
Use Wheelchair	4	1.8%	3.0%
Use Crutches or Other Walking Aid	3	1.3	1.8
Use Wheelchair and/or Crutches	5	2.2	N/A
Hearing Impaired	8	3.6	26.0
Visually Impaired	3	1.3	14.0
Blind	3	1.3	1.5
Mentally Impaired	16	7.1	2.7
Homebound	4	1.8	6.0
Total Disabled	224	100.0%	100.0%**

* Data is for all of Canada.

** Total adult disabled population is 2,448 thousand.

TABLE C9.2: CHILDREN: AVAILABILITY AND USE OF SERVICES (Canada)
(in thousands)

	Available	Used Everyday	Used Occasionally	Seldom or Never Used	Have Trouble Using
Paratransit	8	5	--	3	N/A
Local Public Transit	109	11	26	71	10
Taxi	146	N/A	N/A	N/A	N/A

Notes:

--: Statistically invalid
N/A: question not asked
Data is for the 5-14 age group only, **all of Canada**

APPENDIX C10

C10 CALCULATION OF LATENT DEMAND FACTORS

The tables which follow show the **latent demand** for trip making by disabled travellers, given the introduction of a new service. Three new or modified services are addressed: (i) accessible fixed route (urban) bus, (ii) specialized door-to-door transportation, and (iii) user-side subsidies for taxies. "Severely" and "moderately transportation handicapped individuals" are cited, as are those with and without automobiles. This data is all derived from Reference 22, which combines a multitude of actual and surveyed results from urban U.S. centres, generally from the period of 1975 - 1983.

Definitions:

TH:	Transportation Handicapped
Severely Handicapped:	Person who have extreme difficulty using public transportation (PT), or who cannot use PT at all.
Moderately Handicapped:	Persons who use PT, but only with a lot more difficulty than persons who are not handicapped.
Auto Available:	As driver or passenger.

Table C10.1 below provides the base-line for average number of daily trips, **for those who travel.** This table is used to calculate percentages in subsequent Tables, and should only be **used with caution**, as it applies to the U.S. Urban situation, pre-1983.

TABLE C10.1

PERCENTAGE INCREASE IN TRIPS/PERSON/DAY DUE TO NEW TAKEUP OF ALTERNATIVE SERVICES

	Severely TH		Moderately TH	
Alternative Services	Auto Available	Auto Not Available	Auto Available	Auto Not Available
Accessible Fixed Route Bus	0.7 %	7.0 %	0.6 %	6.0 %
Specialized Door-to-Door Transportation	1.4 %	15 %	1.2 %	13 %
User-Side Subsidies for Taxi	2.2 %	23 %	1.8 %	19 %

Source: [22], Table 11, divided by Table 5 average values

TABLE C10.2

PERCENTAGE INCREASE IN TRIPS/PERSON/DAY DUE TO TRIPS DIVERTED FROM OTHER MODES TO AN ALTERNATIVE SERVICE

	Severely TH		Moderately TH	
Alternative Services	Auto Available	Auto Not Available	Auto Available	Auto Not Available
Accessible Fixed Route Bus	1.4 %	14 %	1.4 %	14 %
Specialized Door-to-Door Transportation	2.4 %	25 %	2.0 %	22 %
User-Side Subsidies for Taxi	0.8 %	7.6 %	0.5 %	6.2 %

Source: [22], Table 12

Taking the results from Tables C10.1 and C10.2 and adding them gives the following:

TABLE C10.3

PERCENTAGE INCREASE IN TRIPS/PERSON/DAY DUE TO NEW AND DIVERTED TRIPS

	Severely TH		Moderately TH	
Alternative Services	Auto Available	Auto Not Available	Auto Available	Auto Not Available
Accessible Fixed Route Bus	2.1 %	21 %	2.0 %	20 %
Specialized Door-to-Door Transportation	3.8 %	40	3.2 %	35 %
User-Side Subsidies for Taxi	3.0 %	31 %	2.3 %	25 %

Source: Table C10.1 and Table C10.2

The Table below is an adjustment of Table C10.3 for various percentages of automobile ownership, as shown in CHDS data for designated target groups.

TABLE C10.4

PERCENTAGE OF INCREASE IN TRIPS/DAY DUE TO NEW AND DIVERTED TRIPS FOR ALTERNATIVE SERVICE FOR SPECIAL TARGET GROUPS

SYNTHESIZED FROM TABLE C10.3, USING CHDS AUTO AVAILABILITY DATA

Alternative Services	Urban Group A	Rural Group A	All Disabled
Accessible Fixed Route Bus	10 %	8 %	7 %
Specialized Door-to-Door Transportation	20 %	16 %	14 %
User-Side Subsidies for Taxi	15 %	12 %	11 %

Source: Table C10.3, plus CHDS data for auto availability (56 % for urban Group A, 67 % in rural Group A (extrapolated), and 73 % for all disabled in Ontario)

USE OF THE TABLES

The use of Tables C10.1 - 4 is illustrated below, for the modification of an existing service (bus or taxi)[6]:

Step 1. Estimate the current market segment

Step 2. Calculate the total current daily trips (all modes)

Step 3. Calculate the total current daily trips on the specific mode

Step 4. Calculate the new trips generated, by multiplying the percentage from Table C10.1 by **"step 2"**

Step 5. Calculate the diverted trips generated by multiplying the percentage from Table C10.2 by **"step 2"**

Note: If differentiation between "new" and "diverted" trips is not required, Tables C10.3 or 4 can be used directly.

Step 6. Add "steps 3" + "4" + "5" to get the anticipated demand for the modified service

Step 7. Adjust "step 6" for auto availability (if required), using the values an procedures of Table C10.4.

Note: The new "total trips" (on **all** modes) is "step 2" + "4"; i.e. "diverted" trips come from the current trips on other modes.

---

[6] For the implementation of a **new** service (specialized door-to-door), there would be no **current trips**, and Step "3" is not required.

APPENDIX D

GO TRANSIT ROUTES, CATCHMENT POPULATIONS, RIDERSHIP

INFORMATION

Toronto Area	630-3933
Oshawa Area	579-4224
Hamilton/Burlington	527-8187
Georgetown/Milton Acton/Guelph	853-0572
Newmarket/Aurora	773-5377
Uxbridge/Bradford Kewswick/Sutton	1-800-268-1983 (Toll-free)
Barrie	722-3472

SERVICE INDEX

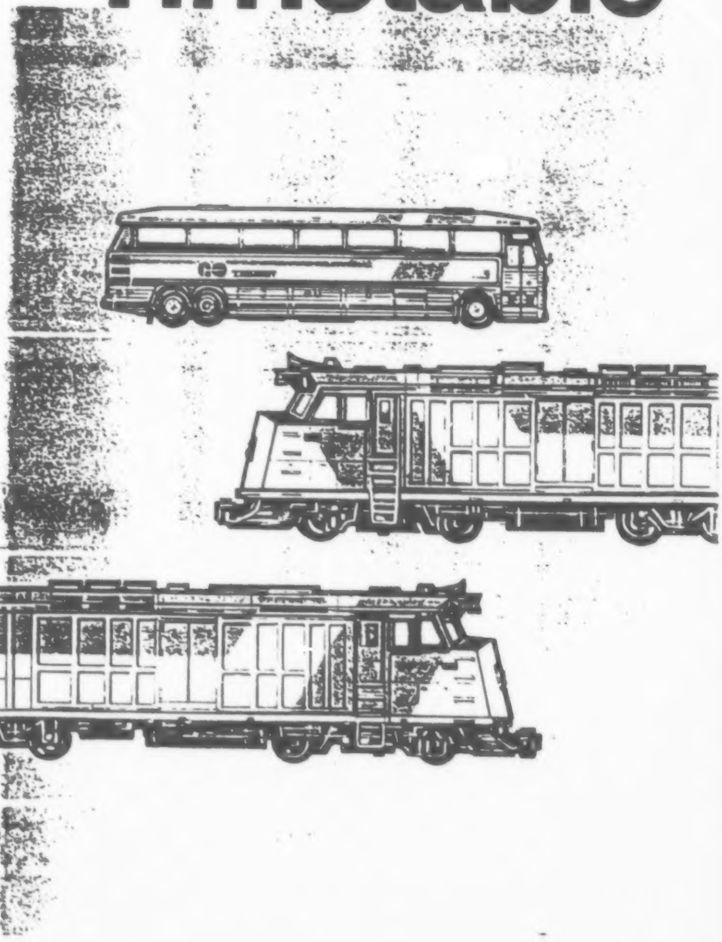
RAIL SERVICES

	Table	Page
• LAKESHORE GO TRAIN OAKVILLE-TORONTO-PICKERING Bus connections for Hamilton, Oshawa	6501	4-6
• MILTON GO TRAIN	6502	7
• GEORGETOWN GO TRAIN Bus connection for Guelph	6503	7
• BRADFORD GO TRAIN Bus connection for Barrie	6505	7
• RICHMOND HILL GO TRAIN Bus connections for Newmarket	6506	7
• STOUFFVILLE GO TRAIN	6507	7

BUS SERVICES

	Table	Page
• LAKESHORE WEST GO BUS HAMILTON-OAKVILLE – DOWNTOWN TORONTO	6514	8-9
• CITY LINK EXPRESS GO BUS HAMILTON-DOWNTOWN TORONTO	6516	9
• MILTON GO BUS MILTON-MEADOWVALE-YORKDALE – YORK MILLS	6527	10
• NORTHWEST GO BUS		
GUELPH-GEORGETOWN – BRAMPTON-YORKDALE-YORK MILLS	6531	11
BRAMPTON-BRAMALEA – YORKDALE-YORK MILLS	6534	12-13
BRAMALEA-YORKDALE-YORK MILLS	6536	13
• NORTH YONGE GO BUS RICHMOND HILL-FINCH	6561	14
• BAYVIEW GO BUS RICHMOND HILL-FINCH	6563	15
• NORTH GO BUS		
NEWMARKET-Aurora-FINCH	6562	14
NEWMARKET-FINCH Express	6562X	15
NEWMARKET-Yonge St.-YORKDALE	6562Y	15
BARRIE-Bradford-NEWMARKET	6568	16
SUTTON-Keswick-NEWMARKET – YORKDALE Express	6569	16
Newmarket-KING-MAPLE – Finch-Yorkdale	6565	17
• NORTHEAST GO BUS		
UXBRIDGE-DOWNTOWN TORONTO	6575	17
UXBRIDGE-MARKHAM-SCARBOROUGH	6576	17
• EAST GO BUS		
BOWMANVILLE-OSHAWA	6598	17
OSHAWA-PICKERING-YORKDALE	6594	18-19
AJAX-PICKERING	6595	19
OSHAWA-DOWNTOWN TORONTO	6596	19

System Timetable

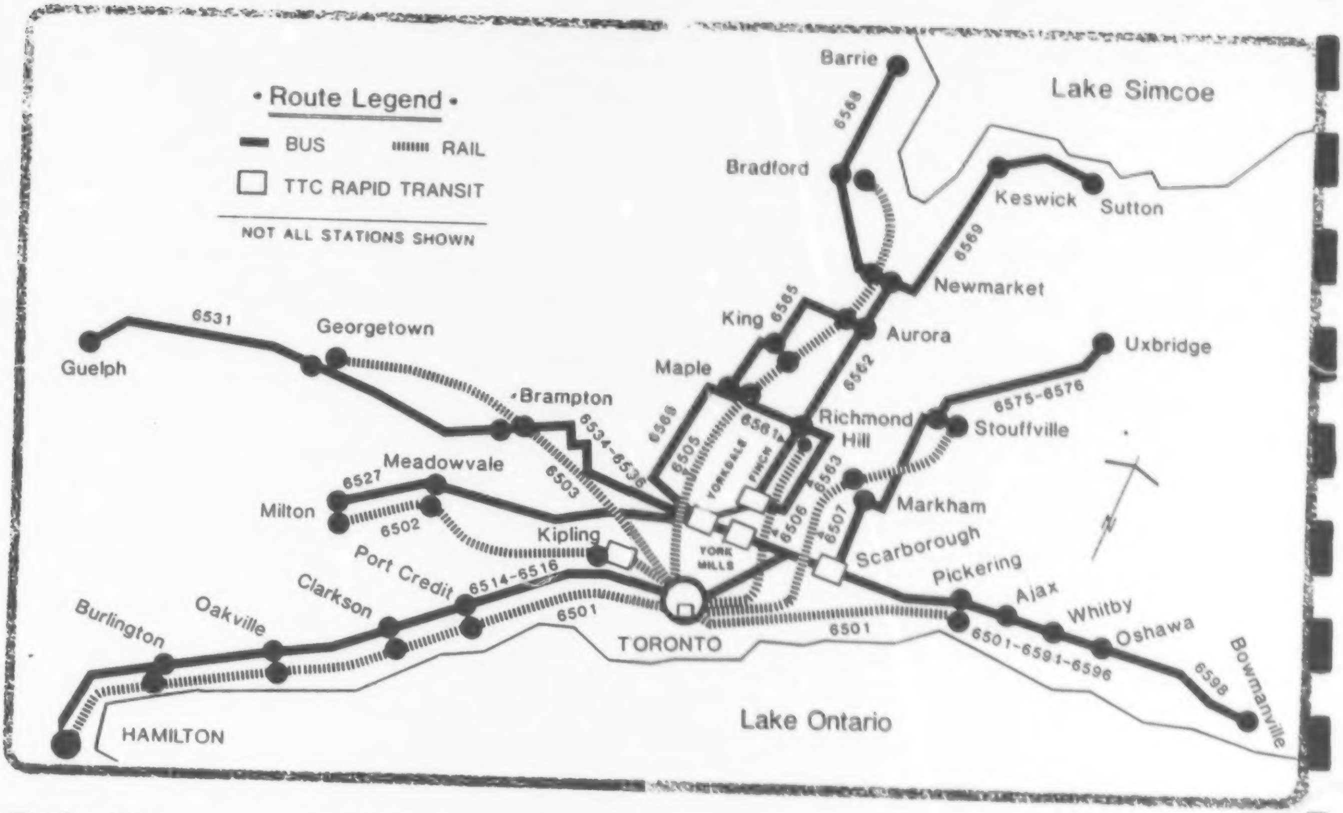


Government of Ontario Tran

Hon. DAVID PETERSON
Premier

Hon. ED FULTON
Minister

L.H. PARSONS
Chairman



GO System Timetable

26 OCTOBER 1986

GO Transit
555 Wilson Avenue, Downsview, Ontario, Canada M3H 5Y6

Chairman
L.H. Parsons

Vice-Chairman
G.H. Herrema (Durham)

Managing Director
A.F. Leach

Members
R.F. Bean (Peel)
C.D. Flynn (Metropolitan Toronto)
E.R. King (York)
P.D. Pomeroy (Halton)
W.L. Sears (Hamilton-Wentworth)

GO Transit's rail timetable and system timetable are issued twice yearly, in April and October; other special timetables are published as required.

Occasionally it is necessary to change times or routes listed in this timetable, so please check with GO for information if you are making a trip for the first time.

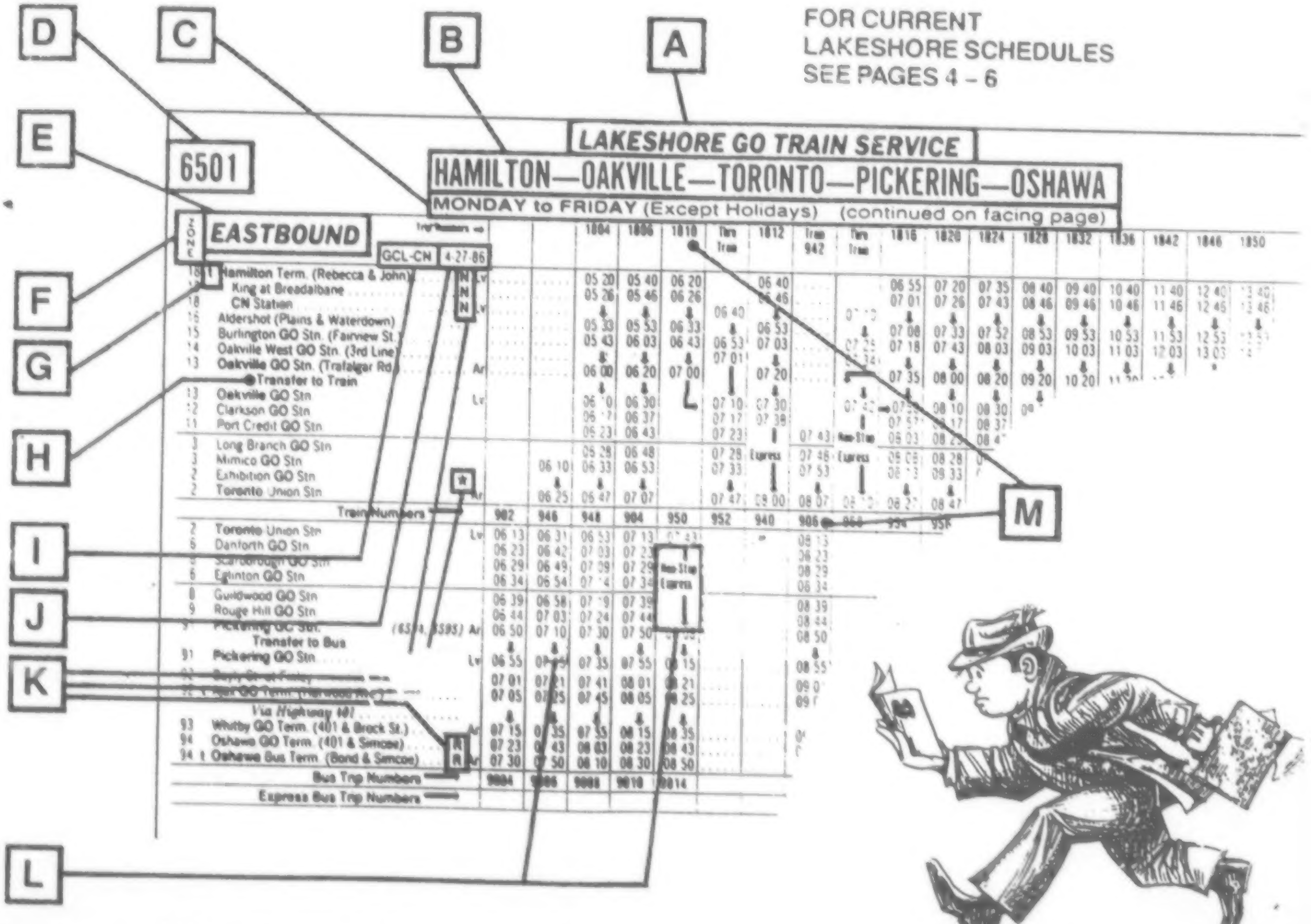
Government of Ontario Transit is the Province of Ontario' interregional transit system for the Toronto, Hamilton, an Oshawa area.

An economical alternative to automobile commuting, G Transit began in 1967 as a single rail line and is now comprehensive network of bus and rail service coverin over 8,000 square kilometres. GO Trains and GO Buses connect with municipal transit systems throughout thi network to encourage maximum use of public transi A major expansion is currently under way for the train network, including extension of full service on the Lake shore line from Pickering to Whitby in the east and Oakvill to Burlington in the west.

GO Transit is administered by a Provincial Crown agenc whose board members, besides the chairman, compris the chairmen of the regional municipalities which GO serves: Metropolitan Toronto and the regions of Durham York, Peel, Halton, and Hamilton-Wentworth.

How to read your timetable

GO's timetable can be rather confusing to the uninitiated. The following explanation should help unravel some of the mystery.
This timetable gives you information about services to and from main locations in the GO network. With your departure and destination points in mind, study the service index on the back panel of the timetable. It will direct you to the appropriate table and the page on which it can be found. When you have located the table, note that there is a brief explanation of service at the top of each schedule. Check the column headings carefully. Determine which way you are travelling—e.g., eastbound or westbound—and whether you wish to use weekday or weekend service. By studying the column headings, you will be able to determine which section of the table is applicable. Unless otherwise indicated, all GO schedules read down. Please also note that all times are shown in the 24-hour clock.



FOR CURRENT LAKESHORE SCHEDULES SEE PAGES 4 – 6

All times are shown in the 24-hour clock

A **Corridor & Service**
This heading identifies the service and the corridor of travel.

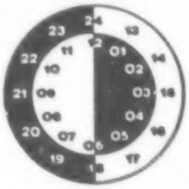
B **Terminus Points & Major Stops En Route**
This indicates the major points served in this corridor.

C **Days Effective**
This indicates whether service is weekday or weekend.

D **Table Number**

E **Direction**
This denotes the general direction of travel.

F **Zone Number**
Zones are used to determine the fare between points.



GO·TRANSIT

ALL TIMES ARE SHOWN
IN THE "24 HOUR" CLOCK:

07 00 - 7:00 AM
12 00 - 12 NOON
13 00 - 1:00 PM
19 00 - 7:00 PM
20 15 - 8:15 PM

MIDNIGHT TO NOON (AM) 00 01–12 00
NOON TO MIDNIGHT (PM) 12 01–24 00

G **Points Served**
Specific points are listed in the order served. The presence of times opposite these points indicates that specific trips or trains are scheduled to serve these points at the times shown.

H **Mode of Service**
This differentiates between rail and bus service on combined train-bus routes.

☐ GO Bus
☐ GO Train

I **Operator**
These initials identify the operator(s) of service: in this case, Gray Coach Lines and CN Rail.

J **Revision Date**
This is the date of the last revision of this schedule.

K **Footnote Symbols**
These symbols refer to important footnotes normally shown elsewhere on the page or on the facing page.

L **Arrow Symbols**
Arrows indicate express trips, stops which are not served on certain specific trips, or transfer between train and bus or between one bus trip and another.

M **Trip Number**
Trip and train numbers are mainly for operational use.

6501

LAKESHORE GO TRAIN SERVICE

HAMILTON—OAKVILLE—TORONTO—PICKERING—OSHAWA

MONDAY TO FRIDAY (EXCEPT HOLIDAYS)

Zone	EASTBOUND Trip Numbers → GCL-CN 10 26 86				1804	1806	1810	Thru Train	1812	Thru Train	Train 960	1816	Thru Train		1820	1824	1828	1832	1836	1842	1846	1850		
18	t **Hamilton** Term (Rebecca & John)	N Lv			05 20	05 40	06 15		06 40			07 00			07 15	07 35	08 40	09 40	10 40	11 40	12 40	13 40		
18	King at Breadalbane	N			05 26	05 46	06 21		06 46			07 06			07 23	07 43	08 46	09 46	10 46	11 46	12 46	13 46		
18	CN Station	N Lv			↓	↓	↓	06 34	↓	06 55		↓	07 19		↓	↓	↓	↓	↓	↓	↓	↓		
16	Aldershot (Plains & Waterdown)				05 33	05 53	06 28	↓	06 53	↓		07 13	↓		07 30	07 50	08 53	09 53	10 53	11 53	12 53	13 53		
15	Burlington GO Stn (Fairview St.)				05 43	06 03	06 38	06 50	07 03	07 13		07 23 →	07 35		07 40	08 00	09 03	10 03	11 03	12 03	13 03	14 03		
14	Oakville West GO Stn (3rd Line)				↓	↓	↓	06 59	↓	07 23			07 44		↓	↓	↓	↓	↓	↓	↓	↓		
13	Oakville GO Stn (Trafalgar Rd.)	Ar			06 00	06 20	06 55		07 20						08 00	08 20	09 20	10 20	11 20	12 20	13 20	14 20		
	Transfer to Train				↓	↓									↓	↓	↓	↓	↓	↓	↓	↓		
13	Oakville GO Stn	Lv			06 10	06 30		07 06		07 30		07 4[illegible]	07 50		08 10	08 30	09 30	10 30	11 30	12 30	13 30	14 30		
12	Clarkson GO Stn				06 17	06 37		07 14		07 38		07 4[illegible]	07 57		08 17	08 37	09 37	10 37	11 37	12 37	13 37	14 37		
11	Port Credit GO Stn				06 23	06 43			07 23		07 43			08 08	08 23	08 43	09 43	10 43	11 43	12 43	13 43	14 43		
3	Long Branch GO Stn				06 28	06 48		Express	07 28	Express	07 48	Express	Express	08 13	08 28	08 48	09 48	10 48	11 48	12 48	13 48	14 48		
3	Mimico GO Stn			06 10	06 33	06 53			07 33		07 53				08 33	08 53	09 53	10 53	11 53	12 53	13 53	14 53		
2	Exhibition GO Stn	★		↓	↓	↓			↓		↓				↓	08 58	09 58	10 58	11 58	12 58	13 58	14 58		
2	**Toronto** Union Stn	Ar		06 25	06 47	07 07		07 37	07 47	08 02	08 07	08 13	08 22	08 30	08 47	09 07	10 07	11 07	12 07	13 07	14 07	15 07		
	Train Numbers →		902	950	952	904		954	956	958	906	962	964	966	968	908	910	912	914	916	918	920	970	
2	**Toronto** Union Stn	Lv	06 13	06 31	06 53	07 13		07 43			08 13					09 13	10 13	11 13	12 13	13 13	14 13	15 13	15 53	
6	Danforth GO Stn		06 23	06 41	07 03	07 23		↓			08 23					09 23	10 23	11 23	12 23	13 23	14 23	15 23	16 03	
6	Scarborough GO Stn		06 29	06 47	07 09	07 29		Non-Stop Express			08 29					09 29	10 29	11 29	12 29	13 29	14 29	15 29	16 09	
6	Eglinton GO Stn		06 33	06 52	07 13	07 33					08 33					09 33	10 33	11 33	12 33	13 33	14 33	15 33	16 13	
8	Guildwood GO Stn		06 37	06 56	07 17	07 37					08 37					09 37	10 37	11 37	12 37	13 37	14 37	15 37	16 17	
8	Rouge Hill GO Stn		06 42	07 01	07 22	07 42					08 42					09 42	10 42	11 42	12 42	13 42	14 42	15 42	16 22	
91	**Pickering** GO Stn (6594, 6595)	Ar	06 50	07 10	07 30	07 50		08 08			08 50					09 50	10 50	11 50	12 50	13 50	14 50	15 50	16 30	
	Transfer to Bus		↓	↓	↓	↓		↓			↓					↓	↓	↓	↓	↓	↓	↓	↓	↓
91	**Pickering** GO Stn	Lv	06 55	07 15	07 35	07 55		08 15			08 55					09 55	10 55	11 55	12 55	13 55	14 55	15 55	16 35	16 35
92	Bayly St. at Finley		07 01	07 21	07 41	08 01		08 21			09 01					10 01	11 01	12 01	13 01	14 01	15 01	16 01		16 41
92	t Ajax GO Term (Harwood Ave.)		07 05	07 25	07 45	08 05		08 25			09 05					10 05	11 05	12 05	13 05	14 05	15 05	16 05	Express	16 45
	Via Highway 401		↓	↓	↓	↓		↓			↓					↓	↓	↓	↓	↓	↓	↓		↓
93	Whitby GO Term (401 & Brock St.)	Ar	07 15	07 35	07 55	08 15		08 35			09 15					10 15	11 15	12 15	13 15	14 15	15 15	16 15		16 55
94	Oshawa GO Term (401 & Simcoe)	R	07 23	07 43	08 03	08 23		08 43			09 23					10 23	11 23	12 23	13 23	14 23	15 23	16 23	16 55	
94	t **Oshawa Bus Term** (Bond & Simcoe)	R Ar	07 30	07 50	08 10	08 30		08 50			09 30					10 30	11 30	12 30	13 30	14 30	15 30	16 30	17 00	
	Bus Trip Numbers →		9004	9006	9008	9010		9014			9016					9020	9022	9026	9030	9036	9040	9042	9144	9044

CONTINUED ON FACING PAGE

Zone	WESTBOUND Trip Numbers → GCL-CN 10 25 86				9005	9109	9009	9111	9211	9115	9215	9119	9219	9123	9223	9127	9027	9129	9029	9033	9035	9041
94	t **Oshawa Bus Term** (Bond St.)	R Lv			05 15	06 05		06 25		06 45		07 05		07 25		07 45		08 25		09 15	10 15	11 15
94	Oshawa GO Term (401 & Simcoe)	R			05 20	06 10		06 30		06 50		07 10		07 30		07 50		08 30		09 20	10 20	11 20
93	Whitby GO Term (401 & Brock St.)	Lv			05 29		06 09		06 35		06 55		07 15		07 35		07 49		08 29	09 29	10 29	11 29
	Via Highway 401				↓	Express	↓	Express	Express	Express	Express	Express	Express	Express	Express	Express	↓	Express	↓	↓	↓	↓
92	t Ajax GO Term (Harwood Ave.)				05 38		06 18		*x0638*		*x0658*		*x0718*		*x0738*		07 58		08 38	09 38	10 38	11 38
92	Bayly St. at Finley				05 43		06 23		*x0643*		*x0703*		*x0723*		*x0743*		08 03		08 43	09 43	10 43	11 43
91	**Pickering** GO Stn.	Ar			05 50	06 30	06 30	06 50	06 50	07 10	07 10	07 30	07 30	07 50	07 50	08 10	08 10	08 50	08 50	09 50	10 50	11 50
	Transfer to Train				↓		↓		↓		↓		↓		↓		↓		↓	↓	↓	↓
91	**Pickering** GO Stn (6594, 6595)	Lv			06 00		06 40		07 00		07 20		07 40		08 00		08 20		09 00	10 00	11 00	12 00
8	Rouge Hill GO Stn				06 06		06 46		07 06		07 27		07 45		08 06		08 26		09 06	10 06	11 06	12 06
8	Guildwood GO Stn				06 12		06 52		07 12		07 33		07 52		08 12		08 32		09 12	10 12	11 12	12 12
6	Eglinton GO Stn				06 17		06 57		07 17		07 41		07 57		08 17		08 37		09 17	10 17	11 17	12 17
6	Scarborough GO Stn				06 22		07 02		07 22		↓	07 48	08 02		08 22		08 42		09 22	10 22	11 22	12 22
6	Danforth GO Stn				06 27		07 07		07 27		07 49	07 55	08 07		08 27		08 47		09 27	10 27	11 27	12 27
2	**Toronto** Union Stn	Ar			06 37		07 17		07 37		07 58	08 05	08 17		08 37		08 57		09 37	10 37	11 37	12 37
	Train Numbers →				903		949		905		951	153	953		907		955		909	911	913	915
2	**Toronto** Union Stn	Lv			06 43		07 23		07 43			From Stouffville *Table 6502*			08 43				09 43	10 43	11 43	12 43
2	Exhibition GO Stn	★			↓		↓		↓						08 48				09 48	10 48	11 48	12 48
3	Mimico GO Stn				06 57		07 37		07 57						08 57				09 57	10 57	11 57	12 57
3	Long Branch GO Stn				07 02		07 42		08 02						09 02				10 02	11 02	12 02	13 02
11	Port Credit GO Stn				07 07		07 47		08 07						09 07				10 07	11 07	12 07	13 07
12	Clarkson GO Stn				07 13		07 53		08 13						09 13				10 13	11 13	12 13	13 13
13	Oakville GO Stn	Ar			07 20		08 00		08 20						09 20				10 20	11 20	12 20	13 20
	Transfer to Bus				↓		↓		↓						↓				↓	↓	↓	↓
13	Oakville GO Stn (Trafalgar Rd.)	Lv		07 10	07 30		08 10		08 30						09 30				10 30	11 30	12 30	13 30
14	Oakville West GO Stn (3rd Line)			↓	↓		↓		↓						↓				↓	↓	↓	↓
15	Burlington GO Stn (Fairview St.)		07 03	07 28	07 48		08 28		08 48						09 48				10 48	11 48	12 48	13 48
16	Aldershot (Plains & Waterdown)		07 12	07 37	07 57		08 37		08 57						09 57				10 57	11 57	12 57	13 57
18	Hamilton CN Station	N Ar	↓	↓	↓		↓		↓						↓				↓	↓	↓	↓
18	Main at Poulette	N	07 20	07 45	08 05		08 45		09 05						10 05				11 05	12 05	13 05	14 05
18	t **Hamilton** Term (Rebecca & John)	N Ar	07 25	07 50	08 10		08 50		09 10						10 10				11 10	12 10	13 10	14 10
	Bus Trip Numbers →		1801	1803	1805		1809		1811						1815				1819	1823	1827	1831

CONTINUED ON FACING PAGE

CHRISTMAS/NEW YEAR'S SERVICE ADJUSTMENTS

Schedule additions, cancellations, and adjustments will occur from 24 December 1986 to 2 January 1987 inclusive, and will be advised by bulletin.

SNOW EMERGENCY

During periods of severe winter weather, certain trains will be subject to cancellation or adjustment.

x—Ajax and Bayly St. times shown in *italics* indicate service via separate trip (See Table 6594).

6501

LAKESHORE GO TRAIN SERVICE

HAMILTON—OAKVILLE—TORONTO—PICKERING—OSHAWA

MONDAY to FRIDAY (EXCEPT HOLIDAYS)

1854						1858		1862		1866	1868	1870	1872	1878	1882	1884	1886	1890	1894	← Trip Numbers	EASTBOUND GCL-CN	
14 45						15 40		[illegible]		16 40	17 00	17 20	17 40	18 40	19 40	20 40	21 40	22 40	23 40	Lv t	**Hamilton** Term (Rebecca & John)	N
14 46						15 46		[illegible]		16 46	17 06	17 26	17 46	18 46	19 46	20 46	21 46	22 46	23 46		King at Breadalbane	N
↓						↓		↓		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓		CN Station	N
14 53						15 53		[illegible]		16 53	17 13	17 33	17 53	18 53	19 53	20 53	21 53	22 53	23 53		Aldershot (Plains & Waterdown)	
15 03						16 03		[illegible]		17 03	17 23	17 43	18 03	19 03	20 03	21 03	22 03	23 03	00 03		Burlington GO Stn (Fairview St.)	
↓						↓		↓		↓	↓		↓	↓	↓	↓	↓	↓	↓		Oakville West GO Stn (3rd Line)	
15 20						16 20		[illegible]		17 20	17 40		18 20	19 20	20 20	21 20	22 20	23 20	00 20	Ar	**Oakville GO Stn** (Trafalgar Rd.)	
↓						↓		↓		↓			↓	↓	↓	↓	↓	↓			**Transfer to Train**	
15 30						16 30		[illegible]		17 30			18 30	19 30	20 30	21 30	22 30	23 30		Lv	**Oakville GO Stn**	
15 37						16 37		│		17 37			18 37	19 37	20 37	21 37	22 37	23 37			Clarkson GO Stn	
15 43						16 43		Express		17 43			18 43	19 43	20 43	21 43	22 43	23 43			Port Credit GO Stn	
15 48						16 48	To	↓		17 48			18 48	19 48	20 48	21 48	22 48	23 48			Long Branch GO Stn	
15 53						16 53	Stouffville	[illegible]		17 53			18 53	19 53	20 53	21 53	22 53	23 53			Mimico GO Stn	
15 58						16 58	*Table*	↓		17 58			18 58	19 58	20 58	21 58	22 58	23 58			Exhibition GO Stn	★
16 07						17 07	*65[illegible]*	[illegible]		18 07			19 07	20 07	21 07	22 07	23 07	00 07		Ar	**Toronto** Union Stn	
922		972		974		924	152	975		926			928	930	932	934	936	938			━ **Train Numbers**	
16 13		16 33		16 53		17 13	[illegible]	[illegible]		18 13			19 13	20 13	21 13	22 13	23 13	00 13		Lv	**Toronto** Union Stn	
16 23		16 43		17 03		17 23	[illegible]	[illegible]		18 23			19 23	20 23	21 23	22 23	23 23	00 23			Danforth GO Stn	
16 29		16 49		17 09		17 29	[illegible]	[illegible]		18 29			19 29	20 29	21 29	22 29	23 29	00 29			Scarborough GO Stn	
16 33		16 53		17 13		17 33		[illegible]		18 33			19 33	20 33	21 33	22 33	23 33	00 33			Eglinton GO Stn	
16 37		16 57		17 17		17 37		[illegible]		18 37			19 37	20 37	21 37	22 37	23 37	00 37			Guildwood GO Stn	
16 42		17 02		17 22		17 42		[illegible]		18 42			19 42	20 42	21 42	22 42	23 42	00 42			Rouge Hill GO Stn	
16 50		17 10		17 30		17 50		[illegible]		18 50			19 50	20 50	21 50	22 50	23 50	00 50		Ar	**Pickering GO Stn** ([illegible])	
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓			**Transfer to Bus**	
16 55	16 55	17 15	17 15	17 35	17 35	17 55	17 55	18 15	18 15	18 55	18 55	19 55	19 55	20 55	21 55	22 55	23 55	00 55		Lv	**Pickering GO Stn**	
│	*x17 02*	│	*x17 22*	│	*x17 42*	│	*x18 02*	│	*x18 22*	│	19 01	│	20 01	21 01	22 01	23 01	00 01	01 01			**Bayly St. at Finley**	
Express	*x17 07*	Express	*x17 27*	Express	*x17 47*	Express	*x18 07*	Express	*x18 27*	Express	19 05	Express	20 05	21 05	22 05	23 05	00 05	01 05		t	**Ajax GO Term** (Harwood Ave.)	
│	Express 17 10	│	Express 17 30	│	Express 17 50	│	Express 18 10	│	Express 18 30	│	↓	│	↓	↓	↓	↓	↓	↓			*Via Highway 401*	
17 15		17 35		17 55		18 15		18 35		19 15	19 15	20 15	20 15	21 15	22 15	23 15	00 15	01 15		Ar	Whitby GO Term (401 & Brock St.)	
17 20		17 40		18 00		18 20		18 40		19 20		20 20		21 23	22 23	23 23	00 23	01 23			Oshawa GO Term (401 & Simcoe)	R
														21 30	22 30	23 30	00 30	01 30		Ar t	**Oshawa** Bus Term (Bond & Simcoe)	R
9148	9248	9150	9250	9154	9254	9158	9258	9160	9260	9164	9064	9168	9068	9072	9076	9080	9084	9088			━ **Bus Trip Numbers**	

9045	9049	9053			9057	9059	9159	9061	9161	9065	9069	9073	9077	9079	9083	9085	9089	9091	9093	← Trip Numbers	WESTBOUND GCL-CN	
12 15	13 15	14 15			15 15	15 55	16 10	16 15	16 30	16 35	16 55	17 15	17 35	18 15	19 15	20 15	21 15	22 15	23 15	Lv t	**Oshawa** Bus Term (Bond & Simcoe)	R
12 20	13 20	14 20			15 20	16 00	16 15	16 20	16 35	16 40	17 00	17 20	17 40	18 20	19 20	20 20	21 20	22 20	23 20		Oshawa GO Term (401 & Simcoe)	R
12 29	13 29	14 29			15 29	16 09	│	16 29	│	16 49	17 09	17 29	17 49	18 29	19 29	20 29	21 29	22 29	23 29	Lv	Whitby GO Term (401 & Brock St.)	
↓	↓	↓			↓	↓	│	↓	│	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓		*Via Highway 401*	
12 38	13 38	14 38			15 38	16 18	Express	16 38	Express	16 58	17 18	17 38	17 58	18 38	19 38	20 38	21 38	22 36	23 38	t	**Ajax GO Term** (Harwood Ave.)	
12 43	13 43	14 43			15 43	16 23	↓	16 43	↓	17 03	17 23	17 43	18 03	18 43	19 43	20 43	21 43	22 43	23 43		**Bayly St. at Finley**	
12 50	13 50	14 50			15 50	16 30	16 32	16 50	16 52	17 10	17 30	17 50	18 10	18 50	19 50	20 50	21 50	22 50	23 50	Ar	**Pickering GO Stn**	
↓	↓	↓			↓	└	↓	└	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓		**Transfer to Train**	
13 00	14 00	15 00			16 00		[illegible]		[illegible]	17 20	17 40	18 00	[illegible]	19 00	20 00	21 00	22 00	[illegible]	[illegible]	Lv	**Pickering GO Stn** ([illegible])	
13 06	14 06	15 06			16 06		│		[illegible]	17 26	17 46	18 06	18 28	19 06	20 06	21 05	22 05	[illegible]	[illegible]		Rouge Hill GO Stn	
13 12	14 12	15 12			16 12		│		[illegible]	17 32	17 52	18 12	18 35	19 12	20 12	21 12	22 12	23 12	[illegible]		Guildwood GO Stn	
13 17	14 17	15 17			16 17		Non-Stop		[illegible]	17 37	17 57	18 17	18 40	19 17	20 17	21 17	22 17	[illegible]	[illegible]		Eglinton GO Stn	
13 22	14 22	15 22			16 22		Express		[illegible]	17 42	18 02	18 22	18 45	19 22	20 22	21 22	22 22	23 22	[illegible]		Scarborough GO Stn	
13 27	14 27	15 27			16 27		↓		[illegible]	17 47	18 07	18 27	[illegible]	19 27	20 27	21 27	22 27	23 27	[illegible]		Danforth GO Stn	
13 37	14 37	15 37			16 37		[illegible]		[illegible]	17 57	18 17	18 37	[illegible]	19 37	20 37	21 37	22 37	[illegible]	[illegible]	Ar	**Toronto** Union Stn	
917	919	921	971	973	923	975	977	979	925	981	983	927	985	929	931	933	935	937	939		━ **Train Numbers**	
13 43	14 43	15 43	16 13	16 37	16 43	17 02	[illegible]	17 25	[illegible]	16 03	18 23	18 43		19 43	20 43	21 43	22 43	[illegible]	[illegible]	Lv	**Toronto** Union Stn	
13 48	14 48	15 48	↓	│	16 48	│	│	↓	[illegible]	↓	↓	18 48		19 48	20 48	21 48	22 48	[illegible]	[illegible]		Exhibition GO Stn	★
13 57	14 57	15 57	16 27	Express	16 57	│	Non-Stop	17 39	[illegible]	18 17	18 37	18 57		19 57	20 57	21 57	22 57	[illegible]	[illegible]		Mimico GO Stn	
14 02	15 02	16 02	16 32	│	17 02	17 20	Express	17 44	[illegible]	18 22	18 42	19 02		20 02	21 02	22 02	23 02	[illegible]	[illegible]		Long Branch GO Stn	
14 07	15 07	16 07	16 37	│	17 07	17 25	│	17 49	[illegible]	18 27	18 47	19 07		20 07	21 07	22 07	23 07	[illegible]	[illegible]		Port Credit GO Stn	
14 13	15 13	16 13	16 43	17 01	17 13	17 32	│	17 55	[illegible]	18 33	18 53	19 13		20 13	21 13	22 13	23 13	[illegible]	[illegible]		Clarkson GO Stn	
14 20	15 20	16 20	16 50	17 09	17 20	17 40	[illegible]	18 02	18 20	18 40	19 00	19 20		20 20	21 20	22 20	23 20	[illegible]	[illegible]	Ar	**Oakville GO Stn**	
↓	↓	↓	↓	│	↓	↓	↓	↓	↓	│	↓	↓		↓	↓	↓	↓	↓	↓		**Transfer to Bus**	
14 30	15 30	16 30	17 00	│	17 30	17 50	↓	18 10	18 30	│	19 10	19 30		20 30	21 30	22 30	23 30	00 30	01 30	Lv	**Oakville GO Stn** (Trafalgar Rd.)	
↓	↓	↓	↓	│	↓	↓		↓	↓	│	↓	↓		↓	↓	↓	↓	↓	*Hwy 2*		Oakville West GO Stn (3rd Line)	
14 48	15 48	16 48	17 18	17 14	17 48	18 08	[illegible]	18 28	18 48	18 45	19 28	19 48		20 48	21 48	22 48	23 48	00 48	D02 05		Burlington GO Stn (Fairview St.)	
14 57	15 57	16 57	17 27	17 24	17 57	18 17	↓	18 37	18 57	18 54	19 37	19 57		20 57	21 57	22 57	23 57	00 57	02 10		Aldershot (Plains & Waterdown)	
↓	↓	↓	↓	17 40	↓	↓	[illegible]	↓	↓	19 06	↓	↓		↓	↓	↓	↓	↓	*Hwy 2*	Ar	Hamilton CN Station	N
15 05	16 05	17 05	17 35		18 05	18 25		18 45	19 05		19 45	20 05		21 05	22 05	23 05	00 05	01 05	02 19		Main at Poulette	N
15 10	16 10	17 10	17 40	Thru	18 10	18 30	Thru	18 50	19 10	Thru	19 50	20 10		21 10	22 10	23 10	00 10	01 10	02 25	Ar t	**Hamilton** Term (Rebecca & John)	N
1837	1841	1845	1849	Train	1853	1857	Train	1859	1861	Train	1869	1873		1877	1881	1885	1889	1893	1497		━ **Bus Trip Numbers**	

For Weekend Service for this table, see next page.

N — No local passengers between points marked N
R — No local passengers between points marked R
D — Stops to discharge on passenger request
t — GO Transit ticket agency location

X — Trip [illegible] X originates at Clarkson GO Station at [illegible] to take connections from train 956 (See Table [illegible])

★ — Trains stop at Exhibition GO Station (as shown) only during Ontario Place-C.N.E. season from [illegible] May to [illegible] September [illegible]. For information on service to special events during other seasons, see bulletins or call GO information.

For connections at Oakville with Lakeshore bus service, see Table [illegible]

For connections at Pickering with Hwy 2 bus service, see Tables [illegible]

LAKESHORE GO TRAIN SERVICE

6501 HAMILTON—OAKVILLE—TORONTO—PICKERING—OSHAWA

Zone	EASTBOUND GCL-CN 10-26-86		SAT. & HOL. ⊗				SATURDAY-SUNDAY-HOLIDAYS ⊗															
	Trip Numbers →			1806	1812	1824	1828	1832	1836	1842	1846	1850	1854	1858	1866	1872	1878	1882	1884	1886	1890	1894
18	t Hamilton Term. (Rebecca & John)	N Lv	.....	05 40	06 40	07 40	08 40	09 40	10 40	11 40	12 40	13 40	14 40	15 40	16 40	17 40	18 40	19 40	20 40	21 40	22 40	23 40
18	King at Breadalbane	N	.....	05 46	06 46	07 46	08 46	09 46	10 46	11 46	12 46	13 46	14 46	15 46	16 46	17 46	18 46	19 46	20 46	21 46	22 46	23 46
	Via Highway 403			↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
16	Aldershot (Plains & Waterdown)		.....	05 53	06 53	07 53	08 53	09 53	10 53	11 53	12 53	13 53	14 53	15 53	16 53	17 53	18 53	19 53	20 53	21 53	22 53	23 53
15	Burlington GO Stn. (Fairview St.)		.....	06 03	07 03	08 03	09 03	10 03	11 03	12 03	13 03	14 03	15 03	16 03	17 03	18 03	19 03	20 03	21 03	22 03	23 03	00 03
	Via Queen Elizabeth Way			↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
13	Oakville GO Stn. (Trafalgar Rd.)	Ar	.....	06 20	07 20	08 20	09 20	10 20	11 20	12 20	13 20	14 20	15 20	16 20	17 20	18 20	19 20	20 20	21 20	22 20	23 20	00 20
	Transfer to Train			↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	
13	Oakville GO Stn	Lv	.....	06 30	07 30	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 30	17 30	18 30	19 30	20 30	21 30	22 30	23 30	
12	Clarkson GO Stn		.....	06 37	07 37	08 37	09 37	10 37	11 37	12 37	13 37	14 37	15 37	16 37	17 37	18 37	19 37	20 37	21 37	22 37	23 37	
11	Port Credit GO Stn		.....	06 43	07 43	08 43	09 43	10 43	11 43	12 43	13 43	14 43	15 43	16 43	17 43	18 43	19 43	20 43	21 43	22 43	23 43	
3	Long Branch GO Stn.		.....	06 48	07 48	08 48	09 48	10 48	11 48	12 48	13 48	14 48	15 48	16 48	17 48	18 48	19 48	20 48	21 48	22 48	23 48	
3	Mimico GO Stn.		.....	06 53	07 53	08 53	09 53	10 53	11 53	12 53	13 53	14 53	15 53	16 53	17 53	18 53	19 53	20 53	21 53	22 53	23 53	
2	Exhibition GO Stn	★	.....	↓	↓	08 58	09 58	10 58	11 58	12 58	13 58	14 58	15 58	16 58	17 58	18 58	19 58	20 58	21 58	22 58	23 58	
2	Toronto-Union Stn	Ar	.....	07 07	08 07	09 07	10 07	11 07	12 07	13 07	14 07	15 07	16 07	17 07	18 07	19 07	20 07	21 07	22 07	23 07	00 07	
	Train Numbers →		902	904	906	908	910	912	914	916	918	920	922	924	926	928	930	932	934	936	938	
2	Toronto-Union Stn	Lv	06 13	07 13	08 13	09 13	10 13	11 13	12 13	13 13	14 13	15 13	16 13	17 13	18 13	19 13	20 13	21 13	22 13	23 13	00 13	
6	Danforth GO Stn		06 23	07 23	08 23	09 23	10 23	11 23	12 23	13 23	14 23	15 23	16 23	17 23	18 23	19 23	20 23	21 23	22 23	23 23	00 23	
6	Scarborough GO Stn		06 29	07 29	08 29	09 29	10 29	11 29	12 23	13 29	14 29	15 29	16 29	17 29	18 29	19 29	20 29	21 29	22 29	23 29	00 29	
6	Eglinton GO Stn		06 33	07 33	08 33	09 33	10 33	11 33	12 33	13 33	14 33	15 33	16 33	17 33	18 33	19 33	20 33	21 33	22 33	23 33	00 33	
8	Guildwood GO Stn		06 37	07 37	08 37	09 37	10 37	11 37	12 37	13 37	14 37	15 37	16 37	17 37	18 37	19 37	20 37	21 37	22 37	23 37	00 37	
8	Rouge Hill GO Stn		06 42	07 42	08 42	09 42	10 42	11 42	12 42	13 42	14 42	15 42	16 42	17 42	18 42	19 42	20 42	21 42	22 42	23 42	00 42	
91	Pickering GO Stn	(6594) Ar	06 50	07 50	08 50	09 50	10 50	11 50	12 53	13 50	14 50	15 50	16 50	17 50	18 50	19 50	20 50	21 50	22 50	23 50	00 50	
	Transfer to Bus		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	
91	Pickering GO Stn	Lv	06 55	07 55	08 55	09 55	10 55	11 55	12 55	13 55	14 55	15 55	16 55	17 55	18 55	19 55	20 55	21 55	22 55	23 55	00 55	
92	Bayly St. at Finley		07 01	08 01	09 01	10 01	11 01	12 01	13 01	14 01	15 01	16 01	17 01	18 01	19 01	20 01	21 01	22 01	23 01	00 01	01 01	
92	t Ajax GO Term. (Harwood Ave.)		07 05	08 05	09 05	10 05	11 05	12 05	13 05	14 05	15 05	16 05	17 05	18 05	19 05	20 05	21 05	22 05	23 05	00 05	01 05	
	Via Highway 401		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	
93	Whitby GO Term. (401 & Brock St.)		07 15	08 15	09 15	10 15	11 15	12 15	13 15	14 15	15 15	16 15	17 15	18 15	19 15	20 15	21 15	22 15	23 15	00 15	01 15	
94	Oshawa GO Term. (401 & Simcoe)	R	07 23	08 23	09 23	10 23	11 23	12 23	13 23	14 23	15 23	16 23	17 23	18 23	19 23	20 23	21 23	22 23	23 23	00 23	01 23	
94	t Oshawa Bus Term (Bond & Simcoe)	R Ar	07 30	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 30	17 30	18 30	19 30	20 30	21 30	22 30	23 30	00 30	01 30	
	Bus Trip Numbers →		9004	9010	9016	9020	9022	9026	9030	9036	9040	9042	9048	9058	9064	9068	9072	9076	9080	9084	9088	

Zone	WESTBOUND GCL-CN 10-26-86		SAT. & HOL. ⊗				SATURDAY-SUNDAY-HOLIDAYS ⊗														
	Trip Numbers →		9005	9011	9023	9029	9033	9035	9041	9045	9049	9053	9057	9061	9073	9079	9083	9085	9089	9091	9093
94	t Oshawa Bus Term. (Bond & Simcoe)	R Lv	05 15	06 15	07 15	08 15	09 15	10 15	11 15	12 15	13 15	14 15	15 15	16 15	17 15	18 15	19 15	20 15	21 15	22 15	23 15
94	Oshawa GO Term. (401 & Simcoe)	R Lv	05 20	06 20	07 20	08 20	09 20	10 20	11 20	12 20	13 20	14 20	15 20	16 20	17 20	18 20	19 20	20 20	21 20	22 20	23 20
93	Whitby GO Term. (401 & Brock St.)		05 29	06 29	07 29	08 29	09 29	10 29	11 29	12 29	13 29	14 29	15 29	16 29	17 29	18 29	19 29	20 29	21 29	22 29	23 29
	Via Highway 401		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
92	t Ajax GO Term. (Harwood Ave.)		05 38	06 38	07 38	08 38	09 38	10 38	11 38	12 38	13 38	14 38	15 38	16 38	17 38	18 38	19 38	20 38	21 39	22 38	23 38
92	Bayly St. at Finley		05 43	06 43	07 43	08 43	09 43	10 43	11 43	12 43	13 43	14 43	15 43	16 43	17 43	18 43	19 43	20 43	21 43	22 43	23 43
91	Pickering GO Stn	Ar	05 50	06 50	07 50	08 50	09 50	10 50	11 50	12 50	13 50	14 50	15 50	16 50	17 50	18 50	19 50	20 50	21 50	22 50	23 50
	Transfer to Train		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
91	Pickering GO Stn	(6594) Lv	06 00	07 00	08 00	09 00	10 30	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	23 00	00 00
8	Rouge Hill GO Stn		06 06	07 06	08 06	09 06	10 06	11 06	12 06	13 06	14 06	15 06	16 06	17 06	18 06	19 06	20 06	21 06	22 06	23 06	00 06
8	Guildwood GO Stn		06 12	07 12	08 12	09 12	10 12	11 12	12 12	13 12	14 12	15 12	16 12	17 12	18 12	19 12	20 12	21 12	22 12	23 12	00 12
6	Eglinton GO Stn		06 17	07 17	08 17	09 17	10 17	11 17	12 17	13 17	14 17	15 17	16 17	17 17	18 17	19 17	20 17	21 17	22 17	23 17	00 17
6	Scarborough GO Stn		06 22	07 22	08 22	09 23	10 22	11 22	12 22	13 22	14 22	15 22	16 22	17 22	18 22	19 22	20 22	21 22	22 22	23 22	00 22
6	Danforth GO Stn		06 27	07 27	08 27	09 27	10 27	11 27	12 27	13 27	14 27	15 27	16 27	17 27	18 27	19 27	20 27	21 27	22 27	23 27	00 27
2	Toronto Union Stn	Ar	06 37	07 37	08 37	09 37	10 37	11 37	12 27	13 37	14 37	15 37	16 37	17 37	18 37	19 37	20 37	21 37	22 37	23 37	00 37
	Train Numbers →		903	905	907	909	911	913	915	917	919	921	923	925	927	929	931	933	935	937	939
2	Toronto Union Stn	Lv	06 43	07 43	08 43	09 43	10 43	11 43	12 43	13 43	14 43	15 43	16 43	17 43	18 43	19 43	20 43	21 43	22 43	23 43	00 43
2	Exhibition GO Stn	★	↓	↓	08 48	09 48	10 48	11 48	12 48	13 48	14 48	15 48	16 48	17 48	18 48	19 48	20 48	21 48	22 48	23 48	00 48
3	Mimico GO Stn		06 57	07 57	08 57	09 57	10 57	11 57	12 57	13 57	14 57	15 57	16 57	17 57	18 57	19 57	20 57	21 57	22 57	23 57	00 57
3	Long Branch GO Stn		07 02	08 02	09 02	10 02	11 02	12 02	13 02	14 02	15 02	16 02	17 02	18 02	19 02	20 02	21 02	22 02	23 02	00 02	01 02
11	Port Credit GO Stn		07 07	08 07	09 07	10 07	11 07	12 07	13 07	14 07	15 07	16 07	17 07	18 07	19 07	20 07	21 07	22 07	23 07	00 07	01 07
12	Clarkson GO Stn		07 13	08 13	09 13	10 13	11 13	12 13	13 13	14 13	15 13	16 13	17 13	18 13	19 13	20 13	21 13	22 13	23 13	00 13	01 13
13	Oakville GO Stn	Ar	07 20	08 20	09 20	10 20	11 20	12 20	13 20	14 20	15 20	16 20	17 20	18 20	19 20	20 20	21 20	22 20	23 20	00 20	01 20
	Transfer to Bus		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
13	Oakville GO Stn (Trafalgar Rd.)	Lv	07 30	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 30	17 30	18 30	19 30	20 30	21 30	22 30	23 30	00 30	01 30
	Via Queen Elizabeth Way		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	*Hwy 2*
15	Burlington GO Stn. (Fairview St.)		07 48	08 48	09 48	10 48	11 48	12 48	13 48	14 48	15 48	16 48	17 48	18 48	19 48	20 48	21 48	22 48	23 48	00 48	D02 05
16	Aldershot (Plains & Waterdown)		07 57	08 57	09 57	10 57	11 57	12 57	13 57	14 57	15 57	16 57	17 57	18 57	19 57	20 57	21 57	22 57	23 57	00 57	02 10
	Via Highway 403		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	*Hwy 2*
18	Hamilton Main at Poulette	N	08 05	09 05	10 05	11 05	12 05	13 05	14 05	15 05	16 05	17 05	18 05	19 05	20 05	21 05	22 05	23 05	00 05	01 05	02 16
18	t Hamilton Term. (Rebecca & John)	N Ar	08 10	09 10	10 10	11 10	12 10	13 10	14 10	15 10	16 10	17 10	18 10	19 10	20 10	21 10	22 10	23 10	00 10	01 10	[illegible]
	Bus Trip Numbers →		1805	1811	1815	1819	1823	1827	1831	1837	1841	1845	1853	1861	1873	1877	1881	1885	1889	1893	1497

⊗ — Table 6501 will operate on SUNDAY Schedule on Christmas Day and New Year's Day. Holiday (Saturday) schedule will operate on other Holidays

t — GO Transit ticket agency location

★ — Trains stop at Exhibition GO Station (as shown) only during Ontario Place/C.N.E. season from 14 May to 7 September 1986. For information on service to special events during other seasons, see bulletins or call GO Information.

For connections at Oakville with Lakeshore bus service, see Table [illegible]

For connections at Pickering with Hwy. 2 bus service, see Table [illegible]

6502 MILTON GO TRAIN SERVICE

EASTBOUND READ DOWN			ZONE	MONDAY to FRIDAY (Except Holidays)		WESTBOUND READ UP		
354	352	350		← Train Numbers → CP 5 30 83		351	353	355
07 30	07 00	06 40	24	Lv Milton GO Stn	Ar	17 34	17 54	18 24
07 40	07 10	06 50	22	Meadowvale GO Stn		17 24	17 44	18 14
07 45	07 15	06 55	22	Streetsville GO Stn		17 19	17 39	18 09
07 50	07 20	07 00	12	Erindale GO Stn		17 14	17 34	18 04
07 55	07 25	07 05	11	Cooksville GO Stn		17 09	17 29	17 59
08 00	07 30	07 10	[illegible]	Dixie GO Stn		17 04	17 24	17 54
08 05	07 35	07 15	3	Kipling GO Stn		16 59	17 19	17 49
08 24	07 54	07 34	1	Ar Toronto Union Stn	Lv	16 40	17 00	17 30

6503 GEORGETOWN GO TRAIN SERVICE

EASTBOUND READ DOWN				ZONE	MONDAY to FRIDAY (Except Holidays)		WESTBOUND READ UP			
	3114				← Bus Trip Numbers → GCL-CN 10 30 83				3161	
	06 30			39	Lv ‡ Guelph Bus Terminal	Ar			19 00	
	06 45			38	‡ Rockwood				18 45	
	06 55			37	‡ Acton (Main St. North)				18 35	
	07 10			35	‡ Georgetown (Moore Park)				18 20	
	07 15			35	Ar Georgetown GO Stn	Lv			18 15	
Transfer to Train					Transfer		Transfer to Bus			
[illegible]	07 25	07 00	06 35	35	Lv Georgetown GO Stn	Ar	17 27	[illegible]	18 1[illegible]	18 4[illegible]
[illegible]	07 35	07 10	06 45	33	Brampton GO Stn		17 13	[illegible]	18 01	[illegible]
[illegible]	07 41	07 16	06 51	32	Bramalea GO Stn		17 07	[illegible]	17 55	[illegible]
[illegible]	07 46	07 21	06 56	31	Malton GO Stn		[illegible]	[illegible]	17 50	[illegible]
[illegible]	07 51	07 26	07 01	4	Etobicoke North GO Stn		16 56	[illegible]	17 44	[illegible]
[illegible]	07 56	07 31	07 06	4	Weston GO Stn		16 51	[illegible]	17 39	[illegible]
[illegible]	08 03	07 38	07 13	2	Bloor GO Stn		16 43	17 06	17 31	[illegible]
[illegible]	08 15	07 50	07 25	1	Ar Toronto Union Station	Lv	16 32	16 54	17 20	[illegible]
146	144	142	140		← Train Numbers →		141	143	145	147

6505 BRADFORD GO TRAIN

SOUTHBOUND READ DOWN	ZONE	MONDAY to FRIDAY (Except Holidays)		NORTHBOUND READ UP
6830		← Bus Trip Numbers → CN 10 25 84		6879
06 20	69	Lv ‡ Barrie Bus Terminal	Ar	19 05
06 30	68	Painswick		18 55
06 35	68	Stroud		18 50
06 42	67	Churchill		18 43
06 55	65	‡ Bradford (Barrie & John Sts.)		18 30
06 58	65	Ar Bradford GO Stn	Lv	18 27
Transfer to Train		Transfer		Transfer to Bus
07 13	[illegible]	Lv Bradford GO Stn	Ar	[illegible]
[illegible]	[illegible]	Newmarket GO Stn		[illegible]
07 32	[illegible]	Aurora GO Stn		[illegible]
07 41	[illegible]	King City GO Stn		[illegible]
07 48	[illegible]	Maple GO Stn		[illegible]
[illegible]	1	Ar Toronto Union Station	Lv	[illegible]
130		← Train Numbers →		131

NOTE: For connecting trips at Newmarket to/from Sharon and Keswick, see Table 6568

6506 RICHMOND HILL GO TRAIN SERVICE

SOUTHBOUND READ DOWN			ZONE	MONDAY to FRIDAY (Except Holidays)		NORTHBOUND READ UP		
6734	6726	6712		← Bus Trip Numbers → CN 10 31 82		6765	6775	6789
				Newmarket				
[illegible]	07 05	06 35	64	Lv ‡ GO Terminal (Hwys. 11 & 9)	Ar	17 45	18 15	18 45
[illegible]	07 14	06 44	63	‡ Aurora (Yonge at Wellington)		17 36	18 06	18 36
[illegible]	07 22	06 52	62	‡ Oak Ridges (Yonge at King Rd.)		17 28	17 58	18 28
				Richmond Hill				
[illegible]	07 30	07 00	61	Richmond Heights Centre		17 20	17 50	18 20
[illegible]	07 33	07 03	61	Ar GO Station (Newkirk Rd.)	Lv	17 15	17 45	18 15
Transfer to Train				Transfer		Transfer to Bus		
[illegible]	[illegible]	[illegible]	[illegible]	Lv Richmond Hill GO Stn	Ar	[illegible]	17 43	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Langstaff GO Stn ◆		17 08	17 37	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Old Cummer GO Stn		16 57	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Oriole GO Stn		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	1	Ar Toronto Union Station	Lv	[illegible]	[illegible]	[illegible]
136	134	132		← Train Numbers →		135	137	139

6507 STOUFFVILLE GO TRAIN

SOUTHBOUND READ DOWN	ZONE	MONDAY to FRIDAY (Except Holidays)		NORTHBOUND READ UP
153		← Train Numbers → CN 6 3 84		152
[illegible]	[illegible]	Lv Stouffville GO Stn	Ar	[illegible]
[illegible]	[illegible]	Markham GO Stn		[illegible]
[illegible]	[illegible]	Unionville GO Stn		[illegible]
[illegible]	[illegible]	Milliken GO Stn		[illegible]
[illegible]	[illegible]	Agincourt GO Stn		[illegible]
[illegible]	[illegible]	Scarborough GO Stn		[illegible]
[illegible]	[illegible]	Danforth GO Stn		[illegible]
[illegible]	[illegible]	Ar Toronto Union Station	Lv	[illegible]

SNOW EMERGENCY

During periods of severe winter weather, certain trains will be subject to cancellation or adjustment.

GO SERVICE INFORMATION

While every effort is made to maintain published schedules, GO reserves the right to modify schedules without notice. GO Transit regrets it cannot accept responsibility for any delays or resultant inconvenience which may occur, nor can it guarantee connections. It is not always possible to match capacity to demand, and therefore GO cannot guarantee sufficient capacity on any particular train or bus. With the exception of seeing eye and hearing ear dogs, pets will not be carried on GO trains or buses.

GO Transit services operate on Eastern Standard Time or Eastern Daylight Saving Time, whichever is in effect.

SUNDAY SCHEDULE WILL OPERATE:

—Thursday, 25 December 1986
—Thursday, 1 January 1987

SATURDAY SCHEDULE WILL OPERATE:

—Friday, 26 December 1986

HOLIDAY SCHEDULE WILL OPERATE:

—Friday, 17 April 1987

CHRISTMAS/NEW YEAR'S SERVICE ADJUSTMENTS

Schedule additions, cancellations, and adjustments will occur from 24 December 1986 to 2 January 1987 inclusive, and will be advised by bulletin.

OFF PEAK SERVICE

For mid-day, evening and weekend bus service to/from these rail corridors, see the following Tables:

—Milton: Table 6527
—Georgetown: Tables 6531 & 6534
—Richmond Hill Bradford: Tables 6561, 6562, 6563, 6565, 6568, & 6569.
—Stouffville: Table 6576.

Certain services are operated

for GO Transit by

CN Rail (CN), CP Rail (CP),

Gray Coach (GCL)

and Charterways (CHW)

‡ — GO Transit ticket agency location

CALENDAR

OCTOBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

NOVEMBER

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

DECEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JANUARY

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

6514

LAKESHORE WEST GO BUS SERVICE

HAMILTON OAKVILLE VIA LAKESHORE TORONTO

MONDAY to FRIDAY (Except Holidays) (continued on facing page)

Zone	EASTBOUND Trip Numbers → GCL 10 26 86	1404	1408	1412	1416	1420	1424	1428	1432	1436	1440	1444	1448	1452	1456	1460	1464	1468	1472	1476
18	t Hamilton (Rebecca & John Term.) Lv		06 00	06 20	07 00	07 30	08 00	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 00	15 30	16 00	16 30	17 00	17 30
16	Aldershot (Plains at Waterdown)		06 15	06 35	07 15	07 48	08 18	08 48	09 48	10 48	11 48	12 48	13 48	14 48	15 18	15 48	16 18	16 48	17 18	17 48
16	Campbell's Cors. (Plains & King)		06 19	06 39	07 19	07 52	08 22	08 52	09 52	10 52	11 52	12 52	13 52	14 52	15 22	15 52	16 22	16 52	17 22	17 52
15	t Burlington (Downtown Terminal)		06 25	06 45	07 25	07 59	08 29	08 59	09 59	10 59	11 59	12 59	13 59	14 59	15 29	15 59	16 29	16 59	17 29	17 59
15	Lakeside Plaza		06 36	06 56	07 36	08 11	08 41	09 11	10 11	11 11	12 11	13 11	14 11	15 11	15 41	16 11	16 41	17 11	17 41	18 11
14	t Bronte (Jones St.)		06 41	07 01	07 41	08 16	08 46	09 16	10 16	11 16	12 16	13 16	14 16	15 16	15 46	16 16	16 46	17 16	17 46	18 16
▲	Appleby College		06 49	07 09	07 49	08 24	08 54	09 24	10 24	11 24	12 24	13 24	14 24	15 24	15 54	16 24	16 54	17 24	17 54	18 24
13	t Oakville (Navy Street)	h06 30	06 53	07 13	07 53	08 28	08 58	09 28	10 28	11 28	12 28	13 28	14 28	15 28	15 58	16 28	16 58	17 28	17 58	18 28
13	Oakville GO Station (Trafalgar Rd.) (6501)	↓	↓	07 23	08 03	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	18 05	↓
12	t Clarkson (Clarkson Rd.)	06 43	07 08	b07 43	08 23	08 42	09 12	09 42	10 42	11 42	12 42	13 42	14 43	15 44	16 14	16 44	17 13	17 42		18 42
11	t Port Credit (Hurontario St.)	06 51	07 16	07 51	08 31	08 49	09 19	09 49	10 49	11 49	12 49	13 49	14 51	15 53	16 23	16 53	17 21	17 49		18 49
	Toronto																			
3	Long Branch (Brown's Line) M	07 01	07 26	08 01	08 41	08 59	09 29	09 59	10 59	11 59	12 59	13 59	15 01	16 04	16 34	17 04	17 31	17 59		18 59
3	t New Toronto (7th St.) M	07 05	07 30	08 06	08 45	09 03	09 33	10 03	11 03	12 03	13 03	14 03	15 06	16 10	16 40	17 10	17 36	18 03		19 03
1	t Sunnyside (King & Roncesvalles) M Ar	07 20	07 45	08 20	09 00	09 18	09 48	10 18	11 18	12 18	13 18	14 18	15 22	16 26	16 56	17 26	17 52	18 18		19 18
1	t Bay & Dundas (GO Terminal) M Ar	07 40	08 05	08 40	09 20	09 35	10 05	10 35	11 35	12 35	13 35	14 35	15 40	16 45	17 15	17 45	18 10	18 35		19 35

Zone	WESTBOUND Trip Numbers → GCL 10 26 86	1405	1409	1413	1415	1417	1421	1425	1429	1433	1437	1441	1445	1449	1453	1457	1461	1469	1471	1473
	Toronto																			
1	t Bay & Dundas (GO Terminal) M Lv		06 00			06 55	08 00	09 00	10 00	11 00	12 00	13 00	14 00	14 30	15 00	15 30	16 00	16 30		17 00
1	t Sunnyside (King & Roncesvalles) M Lv		06 15			07 10	08 17	09 17	10 17	11 17	12 17	13 17	14 17	14 47	15 17	15 47	16 17	16 47		17 17
3	t New Toronto (7th St.) M		06 28			07 24	08 32	09 32	10 32	11 32	12 32	13 32	14 32	15 02	15 32	16 02	16 32	17 02		17 32
3	Long Branch (Brown's Line) M		06 32			07 29	08 36	09 36	10 36	11 36	12 36	13 36	14 36	15 06	15 36	16 06	16 36	17 06		17 36
11	t Port Credit (Hurontario St.)		06 41			07 40	08 46	09 46	10 46	11 46	12 46	13 46	14 46	15 16	15 46	16 16	16 46	17 16		17 46
12	t Clarkson (Clarkson Rd.)		06 47			07 46	08 53	09 53	10 53	11 53	12 53	13 53	14 53	15 23	15 54	16 24	16 54	17 24		17 54
13	Oakville GO Station (Trafalgar Rd.) (6501)	06 20	↓			↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	h17 55	↓
13	t Oakville (Navy St.)	06 30	07 00	07 20		08 02	09 07	10 07	11 07	12 07	13 07	14 07	15 07	15 37	16 09	16 39	17 09	17 39	17 59	18 09
▲	Appleby College	06 34	07 04	07 24		08 06	09 11	10 11	11 11	12 11	13 11	14 11	15 11	15 41	16 15	16 45	17 15	17 45	18 05	18 15
14	t Bronte (Jones St.)	06 40	07 12	07 32		08 14	09 19	10 19	11 19	12 19	13 19	14 19	15 19	15 49	16 23	16 53	17 23	17 53	18 13	18 23
15	Lakeside Plaza	06 46	07 18	07 38		08 20	09 24	10 24	11 24	12 24	13 24	14 24	15 24	15 54	16 28	16 58	17 28	17 58	18 18	18 28
15	t Burlington (Downtown Terminal)	06 57	07 30	07 50	08 07	08 32	09 35	10 35	11 35	12 35	13 35	14 35	15 35	16 05	16 40	17 10	17 40	18 10	18 30	18 40
16	Campbell's Cors. (Plains & King)	07 05	07 39	07 59	08 15	08 40	09 41	10 41	11 41	12 41	13 41	14 41	15 41	16 11	16 46	17 16	17 46	18 16		18 46
16	Aldershot (Plains at Waterdown)	07 09	07 44	08 04	08 19	08 44	09 44	10 44	11 44	12 44	13 44	14 44	15 44	16 14	16 49	17 19	17 49	18 19		18 49
18	t Hamilton (Rebecca & John Term.) Ar	07 30	08 05	08 25	08 40	09 05	10 05	11 05	12 05	13 05	14 05	15 05	16 05	16 35	17 10	17 40	18 10	18 40		19 10

CONTINUED ON FACING PAGE

SATURDAY—SUNDAY—HOLIDAYS (Except as noted)

Zone	EASTBOUND Trip Numbers → GCL 4-29-84	1408 Saturday Only	1420	1428 Saturday Only	1432	1436 Saturday Only	1440	1444 Saturday Only	1448	1452 Saturday Only	1460	1468 Saturday Only	1476	1484	1488	1492
18	t Hamilton (Rebecca & John Term.) Lv	06 00	07 30	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 30	17 30	19 30	21 30	23 30
16	Aldershot (Plains at Waterdown)	06 15	07 48	08 48	09 48	10 48	11 48	12 48	13 48	14 48	15 48	16 48	17 48	19 47	21 45	23 45
16	Campbell's Cors. (Plains & King)	06 19	07 52	08 52	09 52	10 52	11 52	12 52	13 52	14 52	15 52	16 52	17 52	19 51	21 49	23 49
15	t Burlington (Downtown Terminal)	06 25	07 59	08 59	09 59	10 59	11 59	12 59	13 59	14 59	15 59	16 59	17 59	19 58	21 55	23 55
15	Lakeside Plaza	06 35	08 10	09 10	10 10	11 10	12 10	13 10	14 10	15 10	16 10	17 10	18 10	20 08	22 05	00 05
14	t Bronte (Jones St.)	06 40	08 15	09 15	10 15	11 15	12 15	13 15	14 15	15 15	16 15	17 15	18 15	20 13	22 10	00 10
▲	Appleby College	06 46	08 21	09 21	10 21	11 21	12 21	13 21	14 21	15 21	16 21	17 21	18 21	20 19	22 16	00 16
13	t Oakville (Navy St.)	06 50	08 25	09 25	10 25	11 25	12 25	13 25	14 25	15 25	16 25	17 25	18 25	20 23	22 20	00 20
13	Oakville GO Station (Trafalgar Rd.) (6501)	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
12	t Clarkson (Clarkson Rd.)	07 03	08 37	09 37	10 37	11 37	12 37	13 37	14 37	15 38	16 38	17 37	18 37	20 35	22 32	00 32
11	t Port Credit (Hurontario St.)	07 11	08 44	09 44	10 44	11 44	12 44	13 44	14 44	15 46	16 46	17 44	18 44	20 42	22 38	00 38
	Toronto															
3	Long Branch (Brown's Line) M	07 21	08 54	09 54	10 54	11 54	12 54	13 54	14 54	15 56	16 56	17 54	18 54	20 51	22 47	00 47
3	t New Toronto (7th St.) M	07 25	08 58	09 58	10 58	11 58	12 58	13 58	14 58	16 01	17 01	17 58	18 58	20 55	22 51	00 51
1	t Sunnyside (King & Roncesvalles) M Ar	07 40	09 13	10 13	11 13	12 13	13 13	14 13	15 13	16 17	17 17	18 13	19 13	21 10	23 05	01 05
1	t Bay & Dundas (GO Terminal) M Ar	08 00	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 35	17 35	18 30	19 30	21 25	23 20	01 20

Zone	WESTBOUND Trip Numbers → GCL 4-29-84	1405 Saturday & Hol.	1417 Saturday Only	1421	1425 Saturday Only	1429	1433 Saturday Only	1437	1441 Saturday Only	1445	1453 Saturday Only	1461	1477 Saturday Only	1479	1483	1489	1497
	Toronto																d
1	t Bay & Dundas (GO Terminal) M Lv		07 00	08 00	09 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	20 00	22 00	00 30
1	t Sunnyside (King & Roncesvalles) M Lv		07 17	08 17	09 17	10 17	11 17	12 17	13 17	14 17	15 17	16 17	17 17	18 15	20 15	22 15	00 45
3	t New Toronto (7th St.) M		07 32	08 32	09 32	10 32	11 32	12 32	13 32	14 32	15 32	16 32	17 32	18 29	20 29	22 29	Via
3	Long Branch (Brown's Line) M		07 36	08 36	09 36	10 36	11 36	12 36	13 36	14 36	15 36	16 36	17 36	18 33	20 33	22 33	QEW
11	t Port Credit (Hurontario St.)		07 46	08 46	09 46	10 46	11 46	12 46	13 46	14 46	15 46	16 46	17 46	18 42	20 42	22 42	01 02
12	t Clarkson (Clarkson Rd.)		07 53	08 53	09 53	10 53	11 53	12 53	13 53	14 53	15 53	16 53	17 53	18 48	20 48	22 48	01 08
13	Oakville GO Station (Trafalgar Rd.) (6501)	06 20	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	h01 30
13	t Oakville (Navy St.)	06 30	08 05	09 05	10 05	11 05	12 05	13 05	14 05	15 05	16 07	17 07	18 07	19 00	21 00	23 00	01 35
▲	Appleby College	06 34	08 09	09 09	10 09	11 09	12 09	13 09	14 09	15 09	16 13	17 11	18 11	19 04	21 04	23 04	01 39
14	t Bronte (Jones St.)	06 40	08 15	09 15	10 15	11 15	12 15	13 15	14 15	15 15	16 19	17 17	18 17	19 10	21 10	23 10	01 45
15	Lakeside Plaza	06 46	08 20	09 20	10 20	11 20	12 20	13 20	14 20	15 20	16 24	17 22	18 22	19 15	21 15	23 15	01 50
15	t Burlington (Downtown Terminal)	06 57	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 35	17 32	18 32	19 25	21 25	23 25	02 00
16	Campbell's Cors. (Plains & King)	07 05	08 35	09 36	10 36	11 36	12 36	13 36	14 36	15 36	16 41	17 39	18 39	19 31	21 31	23 31	02 06
16	Aldershot (Plains at Waterdown)	07 09	08 39	09 39	10 39	11 39	12 39	13 39	14 39	15 39	16 44	17 43	18 43	19 35	21 35	23 35	02 10
18	t Hamilton (Rebecca & John Term.) Ar	07 30	09 00	10 00	11 00	11 59	13 00	14 00	15 00	16 00	17 05	18 05	19 05	19 55	21 50	23 50	02 25

LAKESHORE WEST GO BUS SERVICE

6514 HAMILTON VIA OAKVILLE LAKESHORE TORONTO

(cont.) MONDAY to FRIDAY (Except Holidays)

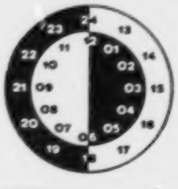
1480	1484	1488	1492	← Trip Numbers		EASTBOUND 10-26-86 GCL		ZONE
18 00	19 30	21 30	23 30	Lv	ŧ	Hamilton (Rebecca & John Term.)		18
18 16	19 45	21 45	23 45			Aldershot (Plains at Waterdown)		16
18 22	19 49	21 49	23 49			Campbell's Cors. (Plains & King)		16
18 29	19 58	21 55	23 55		ŧ	Burlington (Downtown Terminal)		15
18 38	20 09	22 06	00 06			Lakeside Plaza		15
18 42	20 14	22 11	00 11		ŧ	Bronte (Jones St.)		14
18 47	20 22	22 19	00 19			Appleby College		▲
18 50	20 26	22 23	00 23		ŧ	Oakville (Navy Street)		13
19 00	↓	↓	↓			Oakville GO Station (Trafalgar Rd.) (6501)		13
	20 40	22 37	00 37		ŧ	Clarkson (Clarkson Rd.)		12
	20 47	22 43	00 43		ŧ	Port Credit (Hurontario St.)		11
						Toronto		
	20 56	22 52	00 52			Long Branch (Brown's Line)	N	3
	21 00	22 56	00 56		ŧ	New Toronto (7th St.)	N	3
	21 15	23 10	01 10	Ar	ŧ	Sunnyside (King & Roncesvalles)	N	1
	21 30	23 25	01 25	Ar	ŧ	Bay & Dundas (GO Terminal)	N	1

1479	1483	1489	1497	← Trip Numbers		WESTBOUND 10-26-86 GCL		ZONE
			d			Toronto		
18 00	20 00	22 00	00 30	Lv	ŧ	Bay & Dundas (GO Terminal)	N	1
18 15	20 15	22 15	00 45	Lv	ŧ	Sunnyside (King & Roncesvalles)	N	1
18 29	20 29	22 29	Via		ŧ	New Toronto (7th St.)	N	3
18 33	20 33	22 33	QEW			Long Branch (Brown's Line)	N	3
18 42	20 42	22 42	01 02		ŧ	Port Credit (Hurontario St.)		11
18 48	20 48	22 48	01 08		ŧ	Clarkson (Clarkson Rd.)		12
↓	↓	↓	h01 30			Oakville GO Station (Trafalgar Rd.) (6501)		13
19 02	21 02	23 02	01 35		ŧ	Oakville (Navy St.)		13
19 06	21 06	23 06	01 39			Appleby College		▲
19 14	21 14	23 14	01 45		ŧ	Bronte (Jones St.)		14
19 20	21 20	23 20	01 50			Lakeside Plaza		15
19 30	21 30	23 30	02 00		ŧ	Burlington (Downtown Terminal)		15
19 36	21 36	23 36	02 06			Campbell's Cors. (Plains & King)		16
19 40	21 40	23 40	02 10			Aldershot (Plains at Waterdown)		16
20 00	21 55	23 55	02 25	Ar	ŧ	Hamilton (Rebecca & John Term.)		18

◆ — Trip 1405 does NOT operate on Christmas or New Year's Days.
d — See also Table 6501
ŧ — GO Transit ticket agency location
h — Holds for connection
N — No local passengers between points marked N
V — Trip 1404 via Speers & Kerr at 06 25
X — Trip 1412X originates at Clarkson GO Station at 07 41, to take connections from Train 958 (Table 6501)
▲ — Passengers traveling to or from Appleby College will be charged the lower of the Zone 13 or Zone 14 fares, depending on direction of travel

Note: No local service is provided for those passengers whose entire ride is east of East Ave. & Lake Shore Rd.

NOTE: A fare surcharge applies on downtown Toronto (Zone 1) bus travel to/from this corridor (see tariff).



GO TRANSIT

ALL TIMES ARE SHOWN IN THE "24 HOUR" CLOCK:

07 00 - 7:00 AM
12 00 - 12 NOON
13 00 - 1:00 PM
19 00 - 7:00 PM
20 15 - 8:15 PM

MIDNIGHT TO NOON (AM) 00 01-12 00
NOON TO MIDNIGHT (PM) 12 01-24 00

7 → 17

6516 HAMILTON VIA EXPRESS TORONTO

ZONE	EASTBOUND GCL 10-27-85		MONDAY to FRIDAY (Except Hol.)					SATURDAY		SUNDAY & HOLIDAYS	
				First Trip	Every 20 Minutes	Every 30 Minutes	Every hour	Every 30 Minutes	Every hour	First Trip	Every 30 Minutes
18	Hamilton Bus Term.	Lv	......	05 30	06 00 to 09 00	09 00 to 20 00	20 00 to 23 00	07 00 to 20 00	20 00 to 23 00	08 00	09 00 to 23 00
ŧ	(Rebecca & John)										
18	King at Breadalbane		......	05 37	06 07 to 09 07	09 07 to 20 07	20 07 to 23 07	07 07 to 20 07	20 07 to 23 07	08 07	09 07 to 23 07
	Express via 403/QEW			↓	↓ ↓	↓ ↓	↓ ↓	↓ ↓	↓ ↓	↓	↓ ↓
1	University at Wellington		......	06 20	06 50 to 09 50	09 50 to 20 50	20 50 to 23 50	07 50 to 20 50	20 50 to 23 50	08 50	09 50 to 23 50
1	Toronto GO Term.	Ar	......	06 25	06 55 to 09 55	09 55 to 20 55	20 55 to 23 55	07 55 to 20 55	20 55 to 23 55	08 55	09 55 to 23 55
ŧ	(Bay & Dundas)				◆ ◆	◆					

ZONE	WESTBOUND GCL 10-27-85		MONDAY to FRIDAY (Except Hol.)					SATURDAY			SUNDAY & HOLIDAYS	
			First Trip	Every 30 Minutes	Every 20 Minutes	Every 30 Minutes	Every hour		First Trip	Every 30 Minutes	Every hour	Every 30 Minutes
1	Toronto GO Term.	Lv	06 30	07 30 to 15 00	15 00 to 19 00	19 00 to 21 30	21 30 to 23 30	......	07 30	08 30 to 23 30	08 30 to 10 30	10 30 to 23 30
ŧ	(Bay & Dundas)											
1	University at Wellington		06 34	07 34 to 15 04	15 04 to 19 04	19 04 to 21 34	21 34 to 23 34	......	07 34	08 34 to 23 34	08 34 to 10 34	10 34 to 23 34
	Express via QEW/403		↓	↓ ↓	↓ ↓	↓ ↓	↓ ↓		↓	↓ ↓	↓ ↓	↓ ↓
18	Main at Poulette		07 20	08 25 to 15 50	15 50 to 19 50	19 50 to 22 20	22 20 to 00 20	......	08 20	09 20 to 00 20	09 20 to 11 20	11 20 to 00 20
18	Hamilton Bus Term.	Ar	07 25	08 30 to 15 55	15 55 to 19 55	19 55 to 22 25	22 25 to 00 25	......	08 25	09 25 to 00 25	09 25 to 11 25	11 25 to 00 25
ŧ	(Rebecca & John)			◆	◆ ◆							

NOTES: In addition to the service shown, extra buses normally operate during weekday peak periods, providing departures approximately every 10 minutes from Hamilton 05 50 to 07 40, and from Toronto 15 40 to 17 40.

◆ — Whereas standard running time for most trips is 55 minutes, up to 20 minutes longer is normally required during rush-hour traffic conditions.

MILTON GO BUS SERVICE

6527 MILTON—MEADOWVALE—YORKDALE—YORK MILLS

MONDAY to FRIDAY (Except Holidays) — SAT./SUN./HOL.

ZONE	EASTBOUND 10-28-84	Trip Numbers →	2706	2710	2718	2726	2742	2746	2750	2756	2760	2778	2790	2726 Saturday Only	2730 Sunday & Hol.	2748 Saturday Only	2754	2760	2778	2790
24	* Milton (Main & Martin)	Lv	06 10	06 30	07 00	07 30	09 15	10 45	12 45	14 45	17 15	20 15	22 45	07 30	08 30	11 15	14 15	17 15	20 15	22 45
24	GO Station		06 14	06 34	07 04	07 34	09 19	10 49	12 49	14 49	17 19	20 19	22 49	07 34	08 34	11 19	14 19	17 19	20 19	22 49
24	Thompson & Derry		06 18	06 38	07 08	07 38	09 23	10 53	12 53	14 53	17 23	20 23	22 53	07 38	08 38	11 23	14 23	17 23	20 23	22 53
	Meadowvale																			
22	Derry & Winston Churchill		06 27	06 47	07 17	07 47	09 32	11 02	13 02	15 02	17 32	20 32	23 02	07 47	08 47	11 32	14 32	17 32	20 32	23 02
22	† Town Centre (Aquitaine Ave.)		06 30	06 50	07 20	07 50	09 35	11 05	13 05	15 05	17 35	20 35	23 05	07 50	08 50	11 35	14 35	17 35	20 35	23 05
22	GO Station (Millcreek Dr.)		06 34	06 54	07 24	07 54	09 38	11 08	13 08	15 08	17 38	20 38	23 08	07 53	08 53	11 38	14 38	17 38	20 38	23 08
22	Erin Mills Pkwy. at Mississauga Rd.		06 39	06 59	07 29	07 59	09 42	11 12	13 12	15 12	17 42	20 42	23 12	07 57	08 57	11 42	14 42	17 42	20 42	23 12
	Via Highway 401		|	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
	Toronto		Express																	
4	Weston Rd. & Wilson	D	|	07 22	07 52	08 22	10 00	11 30	13 30	15 30	18 00	21 00	23 30	08 15	09 15	12 00	15 00	18 00	21 00	23 30
5	Keele & Hwy. 401	D	|	07 30	08 00	08 30	10 05	11 35	13 35	15 35	18 05	21 05	23 35	08 20	09 20	12 05	15 05	18 05	21 05	23 35
5	† Yorkdale Subway (Bus Term.)	Ar	07 15	07 35	08 05	08 35	10 10	11 40	13 40	15 40	18 10	21 10	23 40	08 25	09 25	12 10	15 10	18 10	21 10	23 40
5	† York Mills Subway	Ar	07 25	07 45	08 15	08 45	10 20	11 50	13 50	15 50	18 20	21 20	23 50	08 35	09 35	12 20	15 20	18 20	21 20	23 50

ZONE	WESTBOUND 10-28-84	Trip Numbers →	2713	2721	2729	2743	2751	2759	2765	2771	2779	2783	2797	2723 Saturday Only	2741	2755	2779	2783	2797
	Toronto																		
5	† York Mills Subway	Lv	07 45	09 30	11 30	13 30	15 30	16 30	17 00	17 30	19 00	21 30	00 01	10 00	13 00	16 00	19 00	21 30	00 01
5	† Yorkdale Subway (Bus Term.)	Lv	07 55	09 40	11 40	13 40	15 40	16 40	17 10	17 40	19 10	21 40	00 10	10 10	13 10	16 10	19 10	21 40	00 10
5	Keele & Hwy. 401		08 01	09 45	11 45	13 45	15 45	16 46	17 16	17 45	19 15	21 45	00 15	10 15	13 15	16 15	19 15	21 45	00 15
4	Weston Rd. & Wilson		08 08	09 50	11 50	13 50	15 50	16 53	17 23	17 50	19 20	21 50	00 20	10 20	13 20	16 20	19 20	21 50	00 20
	Via Highway 401		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
	Meadowvale																		
22	Erin Mills Pkwy. at Mississauga Rd.		08 27	10 07	12 07	14 07	16 07	17 12	17 42	18 07	19 37	22 07	00 37	10 37	13 37	16 37	19 37	22 07	00 37
22	GO Station (Millcreek Dr.)		08 31	10 11	12 11	14 11	16 11	17 16	17 46	18 11	19 41	22 11	00 41	10 41	13 41	16 41	19 41	22 11	00 41
22	† Town Centre (Aquitaine Ave.)		08 34	10 14	12 14	14 14	16 14	17 19	17 49	18 14	19 44	22 14	00 44	10 44	13 44	16 44	19 44	22 14	00 44
22	Derry & Winston Churchill		08 37	10 17	12 17	14 17	16 17	17 22	17 52	18 17	19 47	22 17	00 47	10 47	13 47	16 47	19 47	22 17	00 47
24	Milton (Thompson & Derry)		08 46	10 26	12 26	14 26	15 25	17 31	18 01	18 26	19 56	22 26	00 56	10 56	13 56	16 56	19 56	22 26	00 56
24	GO Station		08 50	10 30	12 30	14 30	16 30	17 35	18 05	18 30	20 00	22 30	01 00	11 00	14 00	17 00	20 00	22 30	01 00
24	† Main & Martin	Ar	08 55	10 35	12 35	14 35	16 35	17 40	18 10	18 35	20 05	22 35	01 05	11 05	14 05	17 05	20 05	22 35	01 05

NORTHWEST GO BUS SERVICE

6531 GUELPH—GEORGETOWN—BRAMPTON— VIA EXPRESS —YORKDALE—YORK MILLS

MONDAY to FRIDAY (Except Holidays)

ZONE	EASTBOUND GCL 10-26-86	Trip Numbers →	3106	3110	3112	3114	3116	3118	3122	3134	3138	3150	3154	3166	3170	3178	3184
39	t Guelph (Macdonell St. Term.)	Lv				06 30			08 20		11 20		14 20		17 20		20 20
38	t Rockwood					06 45			08 35		11 35		14 35		17 35		20 35
37	t Acton (Main St. North)					06 55			08 45		11 45		14 45		17 45		20 45
35	t Georgetown (Moore Park)	Lv	06 00	06 30	07 00	07 10	→07 30	08 00	09 00	11 00	12 00	14 00	15 00	17 00	18 00	19 00	21 00
35	Georgetown Market		06 07	06 37	07 07	↓	07 37	08 07	09 07	11 07	12 07	14 07	15 07	17 07	18 07	19 07	21 07
35	t Norval		06 11	06 41	07 11	GO	07 41	08 11	09 11	11 11	12 11	14 11	15 11	17 11	18 11	19 11	21 11
34	Huttonville (Queen & Mississauga)		06 17	06 47	07 17	Train	07 47	08 17	09 17	11 17	12 17	14 17	15 17	17 17	18 17	19 17	21 17
33	t Brampton (George St. Term.)	Ar	06 25	06 55	07 25	*Table*	07 55	08 25	09 25	11 25	12 25	14 25	15 25	17 25	18 25	19 25	21 25
33	t Brampton (George St. Term.) (6534)	Lv	06 30	07 00	07 30	*6503*	08 00	08 30	09 30	*11 30*	12 30	14 30	15 30	*17 30*	18 30	*19 30*	21 30
33	Steeles & Hwy. 410		06 38	07 08	07 38	↓	08 08	08 38	09 38		12 38	14 38	15 38		18 38		21 38
	Express via Hwy. 410/401		↓	↓	↓		↓	↓	↓		↓	↓	↓		↓		↓
	Toronto					*08 15*											
5	t Yorkdale Subway (Bus Terminal)	Ar	07 00	07 30	08 05	....	08 35	09 00	10 00	*12 25*	13 00	15 00	16 00	*18 25*	19 00	*20 25*	22 00
5	t York Mills Subway	Ar	07 10	07 40	08 15	....	08 45	09 10	10 10	*12 35*	13 10	15 10	16 10	*18 35*	....	*20 35*	22 10

ZONE	WESTBOUND GCL 10-26-86	Trip Numbers →	3103	3109	3117	3125	3133	3139	3149	3155	3157	3159	3161	3163	3165	3179	3191
	Toronto												*17 20*				
5	t York Mills Subway	Lv	*05 45*	06 45	08 45	*09 15*	11 45	*12 15*	14 45	15 45	16 15	16 45	↓	17 15	17 45	20 45	*23 15*
5	t Yorkdale Subway (Bus Terminal)	Lv	*05 55*	06 55	08 55	*09 25*	11 55	*12 25*	14 55	15 55	16 25	16 55	↓	17 25	17 55	20 55	*23 25*
	Express via Hwys. 401/410			↓	↓	↓	↓		↓	↓	↓	↓		↓	↓	↓	
33	Steeles & Hwy. 410			07 17	09 17	....	12 17	....	15 17	16 17	16 50	17 20	GO	17 50	18 17	21 17	
33	t Brampton (George St. Term.) (6534)	Ar	*06 50*	07 25	09 25	*10 20*	12 25	*13 20*	15 25	16 25	17 00	17 30	Train	18 00	18 25	21 25	*00 20*
33	t Brampton (George St. Term.)	Lv	06 50	07 30	09 30	10 30	12 30	13 30	15 30	16 30	17 00	17 30	*Table 6503*	18 00	18 30	21 30	00 20
34	Huttonville (Queen & Mississauga)		06 58	07 38	09 38	10 38	12 38	13 38	15 38	16 38	17 08	17 38	↓	18 08	18 38	21 38	00 28
35	t Norval		07 04	07 44	09 44	10 44	12 44	13 44	15 44	16 44	17 14	17 44	↓	18 14	18 44	21 44	00 34
35	Georgetown Market		07 08	07 48	09 48	10 48	12 48	13 48	15 48	16 48	17 18	17 48	↓	18 18	18 48	21 48	00 38
35	t Moore Park	Ar	07 15	07 55	09 55	10 55	12 55	13 55	15 55	16 55	17 25	17 55	→18 20	18 25	18 55	21 55	00 45
37	t Acton (Main St. North)		07 30		10 10		13 10		16 10				18 35			22 10	
38	t Rockwood		07 40		10 20		13 20		16 20				18 45			22 20	
39	t Guelph (Macdonell St. Terminal)	Ar	07 55		10 35		13 35		16 35				19 00			22 35	

SATURDAY—SUNDAY—HOLIDAYS (Except as noted)

ZONE	EASTBOUND GCL 10-26-86	Trip Numbers →	3112 Saturday Only	3122 Saturday Only	3122 Sunday & Hol.	3134 Saturday Only	3138	3150 Saturday Only	3154	3166 Saturday Only	3170	3184	3184 Sunday & Hol.
39	t Guelph (Macdonell St. Term.)	Lv		08 20			11 20		14 20		17 20	20 20	
38	t Rockwood			08 35			11 35		14 35		17 35	20 35	
37	t Acton (Main St. North)			08 45			11 45		14 45		17 45	20 45	
35	t Georgetown (Moore Park)		07 00	09 00	09 00	11 00	12 00	14 00	15 00	17 00	18 00	21 00	
35	Georgetown Market		07 07	09 07	09 07	11 07	12 07	14 07	15 07	17 07	18 07	21 07	
35	t Norval		07 11	09 11	09 11	11 11	12 11	14 11	15 11	17 11	18 11	21 11	
34	Huttonville (Queen & Mississauga)		07 17	09 17	09 17	11 17	12 17	14 17	15 17	17 17	18 17	21 17	
33	t Brampton (George St. Term.)	Ar	07 25	09 25	09 25	11 25	12 25	14 25	15 25	17 25	18 25	21 25	↓
33	t Brampton (George St. Term.) (6534)	Lv	*07 30*	09 30	*09 30*	*11 30*	12 30	*14 30*	15 30	*17 30*	18 30	*21 30*	21 30
33	Steeles & Hwy. 410			09 38			12 38		15 38		18 38		21 38
	Express via Hwys. 410/401			↓			↓		↓		↓		↓
	Toronto												
5	t Yorkdale Subway (Bus Terminal)	Ar	*08 25*	10 00	*10 25*	*12 25*	13 00	*15 25*	16 00	*18 25*	19 00	*22 25*	22 00
5	t York Mills Subway	Ar	*08 35*	10 10	*10 35*	*12 35*	13 10	*15 35*	16 10	*18 35*	19 10	*22 35*	22 10

ZONE	WESTBOUND GCL 10-26-86	Trip Numbers →	3117 Saturday Only	3125 Saturday Only	3133	3139 Saturday Only	3149	3155 Saturday Only	3165	3179 Sunday & Hol.	3179	3191
	Toronto											
5	t York Mills Subway	Lv	08 45	*09 15*	11 45	*12 15*	14 45	*15 15*	17 45	20 45	*20 15*	*23 15*
5	t Yorkdale Subway (Bus Terminal)	Lv	08 55	*09 25*	11 55	*12 25*	14 55	*15 25*	17 55	20 55	*20 25*	*23 25*
	Express via Hwys. 401/410		↓		↓		↓		↓	↓		
33	Steeles & Hwy. 410		09 17		12 17		15 17		18 17	21 17		
33	t Brampton (George St. Term.) (6534)	Ar	09 25	*10 20*	12 25	*13 20*	15 25	*16 20*	18 25	21 25	*21 20*	*00 20*
33	t Brampton (George St. Term.)	Lv	09 30	10 30	12 30	13 30	15 30	16 30	18 30	→	21 30	00 20
34	Huttonville (Queen & Mississauga)		09 38	10 38	12 38	13 38	15 38	16 38	18 38		21 38	00 28
35	t Norval		09 44	10 44	12 44	13 44	15 44	16 44	18 44		21 44	00 34
35	Georgetown Market		09 48	10 48	12 48	13 48	15 48	16 48	18 48		21 48	00 38
35	t Moore Park	Ar	09 55	10 55	12 55	13 55	15 55	16 55	18 55		21 55	00 45
37	t Acton (Main St. North)		10 10		13 10		16 10		19 10		22 10	
38	t Rockwood		10 20		13 20		16 20		19 20		22 20	
39	t Guelph (Macdonell St. Terminal)	Ar	10 35		13 35		16 35		19 35		22 35	

Notes: Times shown in *italics* indicate service via connecting trip (see Table 6534)
t —GO Transit ticket agency location
D — Stops only to discharge on passenger request

For connections at Brampton to/from Bramalea and Malton, see Table 6534.

NORTHWEST GO BUS SERVICE

6534

BRAMPTON—BRAMALEA—MALTON—YORKDALE—YORK MILLS

MONDAY to FRIDAY (Except Holidays) (continued on facing page)

Zone	EASTBOUND Trip Numbers → GCL 10-26-86	3404	3406	3408	3410	3412	3416	3418	3520	3424	3526	3428	3530	3434	3536	3440	3542	3444	3546	3450
33	t Brampton (George St. Term.) (6531) Lv	05 30	06 00	06 30	07 00	07 30	08 00	08 30	09 00	09 30	10 00	10 30	11 00	11 30	12 00	12 30	13 00	13 30	14 00	14 30
32	t Bramalea City Centre (6536)	05 45	06 15	06 45	07 15	07 45	08 15	08 45	09 15	09 45	10 15	10 45	11 15	11 45	12 15	12 45	13 15	13 45	14 15	14 45
32	Steeles & Bramalea Rd.	05 52	06 22	06 52	07 22	07 52	08 22	08 52	09 21	09 52	10 21	10 52	11 21	11 52	12 21	12 52	13 21	13 52	14 21	14 52
31	t Malton (Airport Rd. at Derry)	05 59	06 29	06 59	07 31	08 01	08 31	08 59	↓	09 59	↓	10 59	↓	11 59	↓	12 59	↓	13 59	↓	14 59
31	Pearson Airport (Admin. Building)	06 06	06 36	07 06	07 40	08 10	08 40	09 06	Express	10 06	Express	11 06	Express	12 06	Express	13 06	Express	14 06	Express	15 06
4	Weston Rd. & Wilson D	06 17	06 47	07 19	07 53	08 23	08 53	09 19	↓	10 17	↓	11 17	↓	12 17	↓	13 17	↓	14 17	↓	15 17
5	Keele & Hwy. 401 D	06 20	06 50	07 25	08 00	08 30	09 00	09 25	↓	10 20	↓	11 20	↓	12 20	↓	13 20	↓	14 20	↓	15 20
5	t Yorkdale Subway (Bus Term.) Ar	06 25	06 55	07 30	08 05	08 35	09 05	09 30	09 45	10 25	10 45	11 25	11 45	12 25	12 45	13 25	13 45	14 25	14 45	15 25
5	t York Mills Subway Ar	06 35	07 05	07 40	08 15	08 45	09 15	09 40	09 55	10 35	10 55	11 35	11 55	12 35	12 55	13 35	13 55	14 35	14 55	15 35

Zone	WESTBOUND Trip Numbers → GCL 10-26-86	3403	3405	3409	3411	3413	3415	3519	3421	3525	3427	3529	3431	3535	3437	3541	3443	3545	3447	3551
5	t York Mills Subway Lv	05 45	06 15	06 45	07 15	07 45	08 15	08 45	09 15	09 45	10 15	10 45	11 15	11 45	12 15	12 45	13 15	13 45	14 15	14 45
5	t Yorkdale Subway (Bus Term.) Lv	05 55	06 25	06 55	07 25	07 55	08 25	08 55	09 25	09 55	10 25	10 55	11 25	11 55	12 25	12 55	13 25	13 55	14 25	14 55
5	Keele & Hwy. 401	06 00	06 30	07 00	07 30	08 00	08 30	↓	09 30	↓	10 30	↓	11 30	↓	12 30	↓	13 30	↓	14 30	↓
4	Weston Rd. & Wilson	06 05	06 35	07 05	07 35	08 05	08 35	Express	09 35	Express	10 35	Express	11 35	Express	12 35	Express	13 35	Express	14 35	Express
31	Pearson Airport (Admin. Building)	06 13	06 43	07 13	07 44	08 14	08 44	↓	09 43	↓	10 43	↓	11 43	↓	12 43	↓	13 43	↓	14 43	↓
31	t Malton (Airport Rd. at Derry)	06 21	06 51	07 21	07 55	08 25	08 55	↓	09 51	↓	10 51	↓	11 51	↓	12 51	↓	13 51	↓	14 51	↓
32	Steeles & Bramalea Rd.	06 29	06 59	07 29	08 04	08 34	09 04	09 19	09 59	10 19	10 59	11 19	11 59	12 19	12 59	13 19	13 59	14 19	14 59	15 19
32	t Bramalea City Centre (6536)	06 35	07 05	07 35	08 10	08 40	09 10	09 25	10 05	10 25	11 05	11 25	12 05	12 25	13 05	13 25	14 05	14 25	15 05	15 25
33	t Brampton (George St. Term.) (6531) Ar	06 50	07 20	07 50	08 25	08 55	09 25	09 40	10 20	10 40	11 20	11 40	12 20	12 40	13 20	13 40	14 20	14 40	15 20	15 40

SATURDAY (continued on facing page)

Zone	EASTBOUND Trip Numbers → GCL 10-26-86	3406	3410	3412	3516	3418	3520	3424	3526	3428	3530	3434	3536	3440	3542	3444	3546	3450	3552	3456
33	t Brampton (George St. Term.) (6531) Lv	06 00	07 00	07 30	08 00	08 30	09 00	09 30	10 00	10 30	11 00	11 30	12 00	12 30	13 00	13 30	14 00	14 30	15 00	15 30
32	t Bramalea City Centre	06 15	07 15	07 45	08 15	08 45	09 15	09 45	10 15	10 45	11 15	11 45	12 15	12 45	13 15	13 45	14 15	14 45	15 15	15 45
32	Steeles & Bramalea Rd.	06 22	07 22	07 52	08 21	08 52	09 21	09 52	10 21	10 52	11 21	11 52	12 21	12 52	13 21	13 52	14 21	14 52	15 21	15 52
31	t Malton (Airport Rd. at Derry)	06 29	07 29	07 59	↓	08 59	↓	09 59	↓	10 59	↓	11 59	↓	12 59	↓	13 59	↓	14 59	↓	15 59
31	Pearson Airport (Admin. Building)	06 36	07 36	08 06	Express	09 06	Express	10 06	Express	11 06	Express	12 06	Express	13 06	Express	14 06	Express	15 05	Express	16 06
4	Weston Rd. & Wilson D	06 47	07 47	08 17	↓	09 17	↓	10 17	↓	11 17	↓	12 17	↓	13 17	↓	14 17	↓	15 17	↓	16 17
5	Keele & Hwy. 401 D	06 50	07 50	08 20	↓	09 20	↓	10 20	↓	11 20	↓	12 20	↓	13 20	↓	14 20	↓	15 20	↓	16 20
5	t Yorkdale Subway (Bus Term.) Ar	06 55	07 55	08 25	08 45	09 25	09 45	10 25	10 45	11 25	11 45	12 25	12 45	13 25	13 45	14 25	14 45	15 25	15 45	16 25
5	t York Mills Subway Ar	07 05	08 05	08 35	08 55	09 35	09 55	10 35	10 55	11 35	11 55	12 35	12 55	13 35	13 55	14 35	14 55	15 35	15 55	16 35

Zone	WESTBOUND Trip Numbers → GCL 10-26-86	3411	3415	3519	3421	3525	3427	3529	3431	3535	3437	3541	3443	3545	3447	3551	3453	3555	3457	3559
5	t York Mills Subway Lv	07 15	08 15	08 45	09 15	09 45	10 15	10 45	11 15	11 45	12 15	12 45	13 15	13 45	14 15	14 45	15 15	15 45	16 15	16 45
5	t Yorkdale Subway (Bus Term.) Lv	07 25	08 25	08 55	09 25	09 55	10 25	10 55	11 25	11 55	12 25	12 55	13 25	13 55	14 25	14 55	15 25	15 55	16 25	16 55
5	Keele & Hwy. 401	07 30	08 30	↓	09 30	↓	10 30	↓	11 30	↓	12 30	↓	13 30	↓	14 30	↓	15 30	↓	16 30	↓
4	Weston Rd. & Wilson	07 35	08 35	Express	09 35	Express	10 35	Express	11 35	Express	12 35	Express	13 35	Express	14 35	Express	15 35	Express	16 35	Express
31	Pearson Airport (Admin. Building)	07 43	08 43	↓	09 43	↓	10 43	↓	11 43	↓	12 43	↓	13 43	↓	14 43	↓	15 43	↓	16 43	↓
31	t Malton (Airport Rd. at Derry)	07 51	08 51	↓	09 51	↓	10 51	↓	11 51	↓	12 51	↓	13 51	↓	14 51	↓	15 51	↓	16 51	↓
32	Steeles & Bramalea Rd.	07 59	08 59	09 19	09 59	10 19	10 59	11 19	11 59	12 19	12 59	13 19	13 59	14 19	14 59	15 19	15 59	16 19	16 59	17 19
32	t Bramalea City Centre	08 05	09 05	09 25	10 05	10 25	11 05	11 25	12 05	12 25	13 05	13 25	14 05	14 25	15 05	15 25	16 05	16 25	17 05	17 25
33	t Brampton (George St. Term.) (6531) Ar	08 20	09 20	09 40	10 20	10 40	11 20	11 40	12 20	12 40	13 20	13 40	14 20	14 40	15 20	15 40	16 20	16 40	17 20	17 40

SUNDAY & HOLIDAYS

Zone	EASTBOUND Trip Numbers → GCL 10-26-86	3418	3424	3428	3434	3440	3444	3450	3456	3558	3460	3562	3466	3568	3472	3574	3478	3580	3482	3584	3486	3588	3490	3494
33	t Brampton (George St. Term.) (6531) Lv	08 30	09 30	10 30	11 30	12 30	13 30	14 30	15 30	16 00	16 30	17 00	17 30	18 00	18 30	19 00	19 30	20 00	20 30	21 00	21 30	22 00	22 30	23 30
32	t Bramalea City Centre	08 45	09 45	10 45	11 45	12 45	13 45	14 45	15 45	16 15	16 45	17 15	17 45	18 15	18 45	19 15	19 45	20 15	20 45	21 15	21 45	22 15	22 45	23 45
32	Steeles & Bramalea Rd.	08 52	09 52	10 52	11 52	12 52	13 52	14 52	15 52	16 21	16 52	17 21	17 52	18 21	18 52	19 21	19 52	20 21	20 52	21 21	21 52	22 21	22 52	23 52
31	t Malton (Airport Rd. at Derry)	08 59	09 59	10 59	11 59	12 59	13 59	14 59	15 59	↓	16 59	↓	17 59	↓	18 59	↓	19 59	↓	20 59	↓	21 59	↓	22 59	23 59
31	Pearson Airport (Admin. Building)	09 06	10 06	11 06	12 06	13 06	14 06	15 06	16 06	Express	17 06	Express	18 05	Express	19 06	Express	20 06	Express	21 06	Express	22 06	Express	23 06	00 06
4	Weston Rd. & Wilson D	09 17	10 17	11 17	12 17	13 17	14 17	15 17	16 17	↓	17 17	↓	18 17	↓	19 17	↓	20 17	↓	21 17	↓	22 17	↓	23 17	00 17
5	Keele & Hwy. 401 D	09 20	10 20	11 20	12 20	13 20	14 20	15 20	16 20	↓	17 20	↓	18 20	↓	19 20	↓	20 20	↓	21 20	↓	22 20	↓	23 20	00 20
5	t Yorkdale Subway (Bus Term.) Ar	09 25	10 25	11 25	12 25	13 25	14 25	15 25	16 25	16 45	17 25	17 45	18 25	18 45	19 25	19 45	20 25	20 45	21 25	21 45	22 25	22 45	23 25	00 25
5	t York Mills Subway Ar	09 35	10 35	11 35	12 35	13 35	14 35	15 35	16 35	16 55	17 35	17 55	18 35	18 55	19 35	19 55	20 35	20 55	21 35	21 55	22 35	22 55	23 35	00 35

Zone	WESTBOUND Trip Numbers → GCL 10-26-86	3421	3427	3431	3437	3443	3447	3453	3555	3457	3559	3463	3565	3467	3571	3473	3577	3479	3581	3483	3585	3487	3491	3495	3499
5	t York Mills Subway Lv	09 15	10 15	11 15	12 15	13 15	14 15	15 15	15 45	16 15	16 45	17 15	17 45	18 15	18 45	19 15	19 45	20 15	20 45	21 15	21 45	22 15	23 15	00 15	01 15
5	t Yorkdale Subway (Bus Term.) Lv	09 25	10 25	11 25	12 25	13 25	14 25	15 25	15 55	16 25	16 55	17 25	17 55	18 25	18 55	19 25	19 55	20 25	20 55	21 25	21 55	22 25	23 25	00 25	01 25
5	Keele & Hwy. 401	09 30	10 30	11 30	12 30	13 30	14 30	15 30	↓	16 30	↓	17 30	↓	18 30	↓	19 30	↓	20 30	↓	21 30	↓	22 30	23 30	00 30	01 30
4	Weston Rd. & Wilson	09 35	10 35	11 35	12 35	13 35	14 35	15 35	Express	16 35	Express	17 35	Express	18 35	Express	19 35	Express	20 35	Express	21 35	Express	22 35	23 35	00 35	01 35
31	Pearson Airport (Admin. Building)	09 43	10 43	11 43	12 43	13 43	14 43	15 43	↓	16 43	↓	17 43	↓	18 43	↓	19 43	↓	20 43	↓	21 43	↓	22 43	23 43	00 43	01 43
31	t Malton (Airport Rd. at Derry)	09 51	10 51	11 51	12 51	13 51	14 51	15 51	↓	16 51	↓	17 51	↓	18 51	↓	19 51	↓	20 51	↓	21 51	↓	22 51	23 51	00 51	01 51
32	Steeles & Bramalea Rd.	09 59	10 59	11 59	12 59	13 59	14 59	15 59	16 19	16 59	17 19	17 59	18 19	18 59	19 19	19 59	20 19	20 59	21 19	21 59	22 19	[illegible]	[illegible]	[illegible]	[illegible]
32	t Bramalea City Centre	10 05	11 05	12 05	13 05	14 05	15 05	16 05	16 25	17 05	17 25	18 05	18 25	19 05	19 25	20 05	20 25	21 05	21 25	22 05	22 25	[illegible]	[illegible]	[illegible]	[illegible]
33	t Brampton (George St. Term.) (6531) Ar	10 20	11 20	12 20	13 20	14 20	15 20	16 20	16 40	17 20	17 40	18 20	18 40	19 20	19 40	20 20	20 40	21 20	21 40	22 20	22 40	[illegible]	[illegible]	[illegible]	[illegible]

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NORTHWEST GO BUS SERVICE

6534 BRAMPTON—BRAMALEA—MALTON—YORKDALE—YORK MILLS

(continued) MONDAY to FRIDAY (Except Holidays)

3552	3456	3458	3460	3462	3466	3568	3472	3574	3478	3580	3482	3584	3486	3588	3490	3494	← Trip Numbers **EASTBOUND** 10-26-86 GCL		ZONE
15 00	15 30	16 00	16 30	17 00	17 30	18 00	18 30	19 00	19 30	20 00	20 30	21 00	21 30	22 00	22 30	23 30	Lv t **Brampton** (George St. Term.)	(6531)	33
15 15	15 45	16 15	16 45	17 15	17 45	18 15	18 45	19 15	19 45	20 15	20 45	21 15	21 45	22 15	22 45	23 45	t **Bramalea** City Centre	(6536)	32
15 21	15 52	16 22	16 52	17 22	17 52	18 21	18 52	19 21	19 52	20 21	20 52	21 21	21 52	22 21	22 52	23 52	Steeles & Bramalea Rd.		32
↓	15 59	16 29	16 59	17 29	17 59	↓	18 59	↓	19 59	↓	20 59	↓	21 59	↓	22 59	23 59	t **Malton** (Airport Rd. at Derry)		31
Express	16 06	16 36	17 06	17 36	18 06	Express	19 06	Express	20 06	Express	21 06	Express	22 06	Express	23 06	00 06	Pearson Airport (Admin. Building)		31
↓	16 19	16 49	17 19	17 47	18 17	↓	19 17	↓	20 17	↓	21 17	↓	22 17	↓	23 17	00 17	Weston Rd. & Wilson	D	4
↓	16 25	16 55	17 25	17 50	18 20	↓	19 20	↓	20 20	↓	21 20	↓	22 20	↓	23 20	00 20	Keele & Hwy. 401	D	5
15 45	16 30	17 00	17 30	17 55	18 25	18 45	19 25	19 45	20 25	20 45	21 25	21 45	22 25	22 45	23 25	00 25	Ar t **Yorkdale Subway** (Bus Term)		5
15 55	16 40	17 10	17 40	18 05	18 35	18 55	19 35	19 55	20 35	20 55	21 35	21 55	22 35	22 55	23 35	00 35	Ar t **York Mills Subway**		5

3453	3455	3457	3459	3463	3465	3467	3571	3473	3577	3479	3581	3483	3585	3487	3589	3491	3495	3499	← Trip Numbers **WESTBOUND** 10-26-86 GCL		ZONE
15 15	15 45	16 15	16 45	17 15	17 45	18 15	18 45	19 15	19 45	20 15	20 45	21 15	21 45	22 15	22 45	23 15	00 15	01 15	Lv t **York Mills Subway**		5
15 25	15 55	16 25	16 55	17 25	17 55	18 25	18 55	19 25	19 55	20 25	20 55	21 25	21 55	22 25	22 55	23 25	00 25	01 25	Lv t **Yorkdale Subway** (Bus Term)		5
15 30	16 00	16 31	17 01	17 31	18 00	18 30	↓	19 30	↓	20 30	↓	21 30	↓	22 30	↓	23 30	00 30	01 30	Keele & Hwy. 401		5
15 35	16 05	16 38	17 08	17 38	18 05	18 35	Express	19 35	Express	20 35	Express	21 35	Express	22 35	Express	23 35	00 35	01 35	Weston Rd. & Wilson		4
15 44	16 14	16 48	17 18	17 48	18 14	18 43	↓	19 43	↓	20 43	↓	21 43	↓	22 43	↓	23 43	00 43	01 43	Pearson Airport (Admin. Building)		31
15 55	16 25	16 59	17 29	17 59	18 25	18 51	↓	19 51	↓	20 51	↓	21 51	↓	22 51	↓	23 51	00 51	01 51	t **Malton** (Airport Rd. at Derry)		31
16 04	16 34	17 09	17 39	18 09	18 34	18 59	19 19	19 59	20 19	20 59	21 19	21 59	22 19	22 59	23 19	23 59	00 59	01 59	Steeles & Bramalea Rd		32
16 10	16 40	17 15	17 45	18 15	18 40	19 05	19 25	20 05	20 25	21 05	21 25	22 05	22 25	23 05	23 25	00 05	01 05	02 05	t **Bramalea** City Centre	(6536)	32
16 25	16 55	17 30	18 00	18 30	18 55	19 20	19 40	20 20	20 40	21 20	21 40	22 20	22 40	23 20	23 40	00 20	01 20	02 20	Ar t **Brampton** (George St. Term)	(6531)	33

(continued) SATURDAY

3558	3460	3562	3466	3568	3472	3574	3478	3580	3482	3584	3486	3588	3490	3494	← Trip Numbers **EASTBOUND** 10-26-86 GCL		ZONE
16 00	16 30	17 00	17 30	18 00	18 30	19 00	19 30	20 00	20 30	21 00	21 30	22 00	22 30	23 30	Lv t **Brampton** (George St. Term)	(6531)	33
16 15	16 45	17 15	17 45	18 15	18 45	19 15	19 45	20 15	20 45	21 15	21 45	22 15	22 45	23 45	t **Bramalea** City Centre		32
16 21	16 52	17 21	17 52	18 21	18 52	19 21	19 52	20 21	20 52	21 21	21 52	22 21	22 52	23 52	Steeles & Bramalea Rd		32
↓	16 59	↓	17 59	↓	18 59	↓	19 59	↓	20 59	↓	21 59	↓	22 59	23 59	t **Malton** (Airport Rd. at Derry)		31
Express	17 06	Express	18 06	Express	19 06	Express	20 06	Express	21 06	Express	22 06	Express	23 06	00 06	Pearson Airport (Admin. Building)		31
↓	17 17	↓	18 17	↓	19 17	↓	20 17	↓	21 17	↓	22 17	↓	23 17	00 17	Weston Rd. & Wilson	D	4
↓	17 20	↓	18 20	↓	19 20	↓	20 20	↓	21 20	↓	22 20	↓	23 20	00 20	Keele & Hwy. 401	D	5
16 45	17 25	17 45	18 25	18 45	19 25	19 45	20 25	20 45	21 25	21 45	22 25	22 45	23 25	00 25	Ar t **Yorkdale Subway** (Bus Term)		5
16 55	17 35	17 55	18 35	18 55	19 35	19 55	20 35	20 55	21 35	21 55	22 35	22 55	23 35	00 35	Ar t **York Mills Subway**		5

3463	3565	3467	3571	3473	3577	3479	3581	3483	3585	3487	3589	3491	3495	3499	← Trip Numbers **WESTBOUND** 10-26-86 GCL		ZONE
17 15	17 45	18 15	18 45	19 15	19 45	20 15	20 45	21 15	21 45	22 15	22 45	23 15	00 15	01 15	Lv t **York Mills Subway**		5
17 25	17 55	18 25	18 55	19 25	19 55	20 25	20 55	21 25	21 55	22 25	22 55	23 25	00 25	01 25	Lv t **Yorkdale Subway**		5
17 30	↓	18 30	↓	19 30	↓	20 30	↓	21 30	↓	22 30	↓	23 30	00 30	01 30	Keele & Hwy. 401		5
17 35	Express	18 35	Express	19 35	Express	20 35	Express	21 35	Express	22 35	Express	23 35	00 35	01 35	Weston Rd. & Wilson		4
17 43	↓	18 43	↓	19 43	↓	20 43	↓	21 43	↓	22 43	↓	23 43	00 43	01 43	Pearson Airport (Admin. Building)		31
17 51	↓	18 51	↓	19 51	↓	20 51	↓	21 51	↓	22 51	↓	23 51	00 51	01 51	t **Malton** (Airport Rd. at Derry)		31
17 59	18 19	18 59	19 19	19 59	20 19	20 59	21 19	21 59	22 19	22 59	23 19	23 59	00 59	01 59	Steeles & Bramalea Rd		32
18 05	18 25	19 05	19 25	20 05	20 25	21 05	21 25	22 05	22 25	23 05	23 25	00 05	01 05	02 05	t **Bramalea** City Centre		32
18 20	18 40	19 20	19 40	20 20	20 40	21 20	21 40	22 20	22 40	23 20	23 40	00 20	01 20	02 20	Ar t **Brampton** (George St. Term)	(6531)	33

D — Stops only to discharge on passenger request
t — GO Transit ticket agency location
For complete service between Bramalea and Yorkdale/York Mills, see both Tables 6534 and 6536

For connections at Brampton to/from Georgetown and Guelph, see Table 6531.

6536 BRAMALEA—VIA EXPRESS—YORKDALE—YORK MILLS

MONDAY to FRIDAY (Except Holidays)

ZONE		**EASTBOUND** GCL 10-26-86 Trip Numbers →		3604	3606	3610	3612	3616	3618	3622	3624	3628	3630	3634		3658	3664	3670
32	t	**Bramalea** City Centre (6534)	Lv	06 00	06 15	06 30	06 45	07 00	07 15	07 30	07 45	08 00	08 15	08 30	**	16 15	16 45	17 15
32		Steeles & Bramalea Rd.		06 07	06 22	06 37	06 52	07 07	07 22	07 37	07 52	08 07	08 22	08 37	**	16 22	16 52	17 22
		Express via Hwys. 427/409/401		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	**	↓	↓	↓
		Toronto													**			
5	t	**Yorkdale Subway** (Bus Term.)	Ar	06 35	06 50	07 05	07 20	07 35	07 50	08 05	08 20	08 35	08 50	09 05	**	16 50	17 20	17 50
5	t	**York Mills Subway**	Ar	06 45	....	07 15	....	07 45	....	08 15	08 30	08 45	09 00	09 15	**		....	18 00

**For mid-day, evening & Saturday express service between Bramalea & Yorkdale/York Mills, see Table 6534.

ZONE		**WESTBOUND** GCL 10-26-86 Trip Numbers →		3615	3621		3649	3653	3655	3659	3661	3665	3667	3671	3673	3677	3681	3689	3693
		Toronto																	
5	t	**York Mills Subway**	Lv	....	....	**	....	15 35	....	16 05	....	16 35	....	17 05	....	17 35	18 05	18 35	....
5	t	**Yorkdale Subway** (Bus Term.)	Lv	07 00	07 30	**	15 30	15 45	16 00	16 15	16 30	16 45	17 00	17 15	17 30	17 45	18 15	18 45	19 15
		Express via Hwys. 401/409/427		↓	↓	**	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
32		Steeles & Bramalea Rd.		07 28	07 58	**	15 58	16 13	16 28	16 43	16 58	17 13	17 28	17 43	17 58	18 13	18 43	19 13	19 43
32	t	**Bramalea** City Centre (6534)	Ar	07 35	08 05	**	16 05	16 20	16 35	16 50	17 05	17 20	17 35	17 50	18 05	18 20	18 50	19 20	19 50

NORTH YONGE GO BUS — LOCAL "C" SERVICE

6561 RICHMOND HILL — THORNHILL — FINCH SUBWAY

SOUTHBOUND 4-28-85		MONDAY to FRIDAY (Except Holidays)					
		Every 15 Minutes	Every 10 Minutes	Every 15 Minutes	Every 10 Minutes	Every 15 Minutes	Every 30 Minutes
Richmond Hill							
Richmond Heights Centre	Lv	05 30 to 06 30	06 30 to 09 00	09 00 to 15 30	15 30 to 18 00	18 00 to 21 00	21 00 to 01 00
Yonge at Major Mackenzie		05 35 to 06 35	06 35 to 09 05	09 05 to 15 35	15 35 to 18 05	18 05 to 21 05	21 05 to 01 05
Yonge at Royal Orchard		05 45 to 06 45	06 45 to 09 15	09 15 to 15 45	15 45 to 18 15	18 15 to 21 15	21 15 to 01 15
Finch Subway							
t York Region Terminal	Ar	05 55 to 06 55	06 55 to 09 25	09 25 to 15 55	15 55 to 18 25	18 25 to 21 25	21 25 to 01 25

NORTHBOUND 4-28-85		Every 15 Minutes	Every 10 Minutes	Every 15 Minutes	Every 10 Minutes	Every 15 Minutes	Every 30 Minutes
Finch Subway							
t York Region Terminal	Lv	06 00 to 07 00	07 00 to 08 30	08 30 to 15 00	15 00 to 18 30	18 30 to 21 30	21 30 to 01 30
Yonge at Royal Orchard		06 10 to 07 10	07 10 to 08 40	08 40 to 15 10	15 10 to 18 40	18 40 to 21 40	21 40 to 01 40
Richmond Hill							
Yonge at Major Mackenzie		06 18 to 07 18	07 18 to 08 48	08 48 to 15 18	15 18 to 18 48	18 48 to 21 48	21 48 to 01 48
Richmond Heights Centre	Ar	06 25 to 07 25	07 25 to 08 55	08 55 to 15 25	15 25 to 18 55	18 55 to 21 55	21 55 to 01 55

SOUTHBOUND 4-29-84		SATURDAY			SUNDAY & HOLIDAYS	
		Every 30 Minutes	Every 15 Minutes	Every 30 Minutes	Every Hour	Every 30 Minutes
Richmond Hill						
Richmond Heights Centre	Lv	05 30 to 08 00	08 00 to 19 00	19 00 to 01 00	05 30 to 07 30	07 30 to 01 00
Yonge at Major Mackenzie		05 35 to 08 05	08 05 to 19 05	19 05 to 01 05	05 35 to 07 35	07 35 to 01 05
Yonge at Royal Orchard		05 45 to 08 15	08 15 to 19 15	19 15 to 01 15	05 45 to 07 45	07 45 to 01 15
Finch Subway						
t York Region Terminal	Ar	05 55 to 08 25	08 25 to 19 25	19 25 to 01 25	05 55 to 07 55	07 55 to 01 25

NORTHBOUND 4-29-84		Every 30 Minutes	Every 15 Minutes	Every 30 Minutes	Every Hour	Every 30 Minutes
Finch Subway						
t York Region Terminal	Lv	06 00 to 08 30	08 30 to 19 30	19 30 to 01 30	06 00 to 08 00	08 00 to 01 30
Yonge at Royal Orchard		06 10 to 08 40	08 40 to 19 40	19 40 to 01 40	06 10 to 08 10	08 10 to 01 40
Richmond Hill						
Yonge at Major Mackenzie		06 18 to 08 48	08 48 to 19 48	19 48 to 01 48	06 18 to 08 18	08 18 to 01 48
Richmond Heights Centre	Ar	06 25 to 08 55	08 55 to 19 55	19 55 to 01 55	06 25 to 08 25	08 25 to 01 55

LOCAL "C" SERVICE

- — Exact cash fares. No change provided.
- — Free transfer to or from Richmond Hill Transit (except at Oak Ridges), to or from Markham Transit (except at Finch), or to Vaughan Transit at Clark Ave.
- — Transfer from Vaughan Transit at Clark Ave. with payment of fare differential.
- — No service for passengers whose entire ride is south of Steeles Ave.

RUSH-HOUR EXTRA SERVICES

The following additional short-turn "C" service normally operates during weekday rush-hour periods:

Southbound from Bail Blvd./Hillcrest Mall:
Every 10 Minutes 06 31 to 08 41.

Southbound from Royal Orchard Blvd.:
Every 10 minutes 07 02 to 08 12.

Northbound from Finch Subway to Hillcrest Mall/Bail Blvd.:
Every 10 minutes 15 55 to 16 55.
Every 6 to 7 minutes 16 55 to 18 15.

6562 NEWMARKET—AURORA—FINCH SUBWAY "B" SERVICE

ZONE	SOUTHBOUND 10-26-86	Trip Numbers →	MONDAY to FRIDAY (Except Hol.)			SATURDAY				SUNDAY & HOLIDAYS					
			Every 15 Minutes	Every 30 Minutes	Every Hour			Every 30 Minutes	Every Hour		Every Hour				
64	t Newmarket GO Term.	L Lv	05 05 to 08 05	08 05 to 21 35	21 35 to 00 35	05 05	06 35	07 35 to 21 35	21 35 to 00 35	05 05	07 35 to 21 35	22 05	22 35	23 35	00 35
63	t Aurora (Yonge at Wellington)		05 14 to 08 14	08 14 to 21 44	21 44 to 00 44	05 14	06 44	07 44 to 21 44	21 44 to 00 44	05 14	07 44 to 21 44	22 14	22 44	23 44	00 44
62	t Oak Ridges (Yonge at King Road)		05 22 to 08 22	08 22 to 21 52	21 52 to 00 52	05 22	06 52	07 52 to 21 52	21 52 to 00 52	05 22	07 52 to 21 52	22 22	22 52	23 52	00 52
	Richmond Hill														
▲	Richmond Heights Centre		05 30 to 08 30	08 30 to 22 00	22 00 to 01 00	05 30	07 00	08 00 to 22 00	22 00 to 01 00	05 30	08 00 to 22 00	22 30	23 00	00 01	01 00
61	Yonge at Major Mackenzie Dr	N	05 35 to 08 35	08 35 to 22 05	22 05 to 01 05	05 35	07 05	08 05 to 22 05	22 05 to 01 05	05 35	08 05 to 22 05	22 35	23 05	00 05	01 05
	Finch Subway														
5	t York Region Terminal	N Ar	05 50 to 08 50	08 50 to 22 20	22 20 to 01 20	05 50	07 20	08 20 to 22 20	22 20 to 01 20	05 50	08 20 to 22 20	22 50	23 20	00 20	01 20

ZONE	NORTHBOUND 10-26-86	Trip Numbers →	MONDAY to FRIDAY (Except Hol.)				SATURDAY		SUNDAY & HOLIDAYS			
			Every 30 Minutes	Every 15 Minutes	Every 30 Minutes	Every Hour	Every 30 Minutes	Every Hour			Every Hour	Every Hour
	Finch Subway											
5	t York Region Terminal	N Lv	05 20 to 14 20	14 20 to 18 50	18 50 to 22 50	23 30 to 01 30	07 20 to 22 50	23 30 to 01 30	08 30	09 30	10 20 to 22 20	23 30 to 01 30
	Richmond Hill											
61	Yonge at Major Mackenzie Dr	N	06 35 to 14 35	14 35 to 19 05	19 05 to 23 05	23 48 to 01 48	07 35 to 23 05	23 48 to 01 48	08 48	09 48	10 35 to 22 35	23 48 to 01 48
▲	Richmond Heights Centre		06 40 to 14 40	14 40 to 19 10	19 10 to 23 10	23 50 to 01 50	07 40 to 23 10	23 50 to 01 50	08 50	09 50	10 40 to 22 40	23 50 to 01 50
62	t Oak Ridges (Yonge at King Rd.)		06 48 to 14 48	14 48 to 19 18	19 18 to 23 18	23 58 to 01 58	07 48 to 23 18	23 58 to 01 58	08 58	09 58	10 48 to 22 48	23 58 to 01 58
63	t Aurora (Yonge at Wellington)		06 56 to 14 56	14 56 to 19 26	19 26 to 23 26	00 06 to 02 06	07 56 to 23 26	00 06 to 02 06	09 06	10 06	10 56 to 22 56	00 06 to 02 06
64	t Newmarket GO Terminal	L Ar	07 05 to 15 05	15 05 to 19 35	19 35 to 23 35	00 15 to 02 15	08 05 to 23 35	00 15 to 02 15	09 15	10 15	11 05 to 23 05	00 15 to 02 15

NOTES:

Newmarket-Finch "B" trips do not normally provide service for passengers whose entire ride is south of Richmond Heights Centre, since this area is served by local "C" buses (Table 6561).

However, a few "B" trips operate through Finch to/from Yorkdale (see Table 6562Y), and therefore will also provide service for passengers riding between all points north of Steeles Ave. and points south of Finch.

A few early morning and late evening trips operate as "through C" trips, and are signed accordingly.

L — All Finch-Newmarket B and through C trips serve the Newmarket town loop via Eagle St., Prospect St., and Davis Dr. Southbound trips commence loop 25 minutes prior to Terminal departure times shown, northbound trips loop immediately after arrival.

▲ — Passengers travelling to or from Richmond Heights Centre will be charged the lower of the Zone 61 or Zone 62 fares, depending on direction of travel.

t — GO Transit ticket agency location.

N — No local passengers between points marked N.

6563

BAYVIEW GO BUS SERVICE

RICHMOND HILL VIA BAYVIEW AVE. FINCH SUBWAY

		MONDAY to FRIDAY (Except Holidays)									
SOUTHBOUND 10-28-84		First Trip	Every 10 Minutes	Every 20 Minutes	Every Hour	Every Hour	Every 20 Minutes	Every 10 Minutes	Every 30 Minutes	Every Hour
Richmond Hill										
Bayview Plaza	Lv	06 05	06 25 to 08 15	08 15 to 09 15	09 15 to 11 15	12 15 to 15 15	15 15 to 16 35	16 35 to 17 45	17 45 to 19 15	19 15 to 23 15
GO Station (Newkirk Rd.)		06 10	06 30 to 08 20	08 20 to 09 20	09 20 to 11 20	↓ ↓	↓ ↓	↓ ↓	↓ ↓	↓ ↓
Bayview at John St		06 20	06 40 to 08 30	08 30 to 09 30	09 30 to 11 30	12 25 to 15 25	15 25 to 16 45	16 45 to 17 55	17 55 to 19 25	19 25 to 23 25
Finch Subway										
‡ York Region Terminal	Ar	06 35	06 55 to 08 45	08 45 to 09 45	09 45 to 11 45	12 40 to 15 40	15 40 to 17 00	17 00 to 18 10	18 10 to 19 40	19 40 to 23 40

NORTHBOUND 10-28-84		First Trip	Every 10 Minutes	Every 20 Minutes	Every Hour	Every Hour	Every 20 Minutes	Every 10 Minutes	Every 30 Minutes	Every Hour
Finch Subway										
‡ York Region Terminal	Lv	06 35	06 55 to 07 45	07 45 to 08 45	08 45 to 10 45	11 45 to 14 45	14 45 to 16 05	16 05 to 18 15	18 15 to 19 45	19 45 to 23 45
Bayview at John St		06 45	07 05 to 07 55	07 55 to 08 55	08 55 to 10 55	11 55 to 14 55	14 55 to 16 15	16 15 to 18 25	18 25 to 19 55	19 55 to 23 55
Richmond Hill										
GO Station (Newkirk Rd.)		↓	↓ ↓	↓ ↓	↓ ↓	12 05 to 15 05	15 05 to 16 25	16 25 to 18 35	18 35 to 20 05	20 05 to 00 05
Bayview Plaza	Ar	07 00	07 20 to 08 10	08 10 to 09 10	09 10 to 11 10	12 15 to 15 15	15 15 to 16 35	16 35 to 18 45	18 45 to 20 15	20 15 to 00 15

		SATURDAY		SUNDAY & HOLIDAYS		
SOUTHBOUND 6-23-85		Every Hour	Every Hour			Every Hour
Richmond Hill						
Bayview Plaza	Lv	07 15 to 11 15	12 15 to 23 15	10 15	11 15	12 15 to 22 15
GO Station (Newkirk Rd.)		07 20 to 11 20	↓ ↓	10 20	11 20	↓ ↓
Bayview at John St		07 30 to 11 30	12 25 to 23 25	10 30	11 30	12 25 to 22 25
Finch Subway						
‡ York Region Terminal	Ar	07 45 to 11 45	12 40 to 23 40	10 45	11 45	12 40 to 22 40

NORTHBOUND 6-23-85		Every Hour	Every Hour			Every Hour
Finch Subway						
‡ York Region Terminal	Lv	07 45 to 10 45	11 45 to 23 45	09 45	10 45	11 45 to 22 45
Bayview at John St		07 55 to 10 55	11 55 to 23 55	09 55	10 55	11 55 to 22 55
Richmond Hill						
GO Station (Newkirk Rd.)		↓ ↓	12 05 to 00 05	↓	↓	12 05 to 23 05
Bayview Plaza	Ar	08 10 to 11 10	12 15 to 00 15	10 10	11 10	12 15 to 23 15

Bayview Service

—Exact cash fares. No change provided.
—Free transfer to or from Richmond Hill Transit or Markham Transit (except at Finch).
—No service for passengers whose entire ride is between any two points south of or on Steeles Ave.
—Northbound Bayview passengers boarding at Yonge St. stops are requested to signal their intention to board.

6562X

NEWMARKET—AURORA VIA EXPRESS FINCH SUBWAY

SOUTHBOUND
READ DOWN

MONDAY to FRIDAY (Except Holidays)

NORTHBOUND
READ UP

6232x	6228x	6226x	6224x	6222x	6220x	6218x	6216x	6214x	ZONE	← Trip Numbers → 8-30-86		6249x	6251x	6253	6255x	6257x	6259x	6261x	6263x	6265x
08 35	08 05	07 50	07 35	07 20	07 05	06 50	06 35	06 20	64	Lv ‡ Newmarket GO Term.	Ar	16 40	16 55	17 10	17 25	17 40	17 55	18 10	18 25	18 40
08 44	08 14	07 59	07 44	07 29	07 14	06 59	06 44	06 29	63	‡ Aurora (Yonge at Wellington)		16 31	16 46	17 01	17 16	17 31	1746	18 01	18 16	18 31
↓	↓	↓	↓	↓	↓	↓	↓	↓		*Express via Yonge St*		↑	↑	↑	↑	↑	↑	↑	↑	↑
09 15	08 45	08 30	08 15	08 00	07 45	07 30	07 15	07 00	5	Ar ‡ Finch Subway (York Region Term.)	Lv	16 00	16 15	16 30	16 45	17 00	17 15	17 30	17 45	18 00

NOTES FOR TABLE 6562X

The Finch Express service supplements the regular "B" service (Table 6562), and normally operates as follows:

Southbound from Newmarket GO Terminal: Trips pick up through south Newmarket and Aurora until a full seated load is obtained, then operate non-stop to Finch. All remaining and intermediate passengers served by the parallel regular B trip.

Northbound from Finch Subway: Trips operate non-stop to south Aurora, and terminate at the Newmarket GO Terminal. All remaining and intermediate passengers served by the following regular B trip.

BUS STOP POLICY
Southbound Yorkdale "B" Trips and all Northbound "B" Trips:
Passengers may board at any GO bus stop, but are requested to signal their intention to board at all GO bus stops south of Richmond Heights Centre.

6562Y NEWMARKET VIA YONGE ST. YORKDALE SUBWAY

SOUTHBOUND
READ DOWN

MONDAY to FRIDAY (Except Hol.)

NORTHBOUND
READ UP

6224	6220	6216	ZONE	← Trip Numbers → 4-28-85		6255	6259	6263
07 35	07 05	06 35	64	Lv ‡ Newmarket GO Term.	L Ar	17 35	18 05	18 35
07 44	07 14	06 44	63	‡ Aurora (Yonge at Wellington)		17 26	17 56	18 26
07 52	07 22	06 52	62	‡ Oak Ridges (Yonge at King Rd.)		17 18	17 48	18 18
08 00	07 30	07 00	▲	Richmond Hill (Rich. Hts.)		17 10	17 40	18 10
08 10	07 40	07 10	61	Yonge at Royal Orchard		16 58	17 28	17 58
				Toronto				
08 20	07 50	07 20	5 Ar	‡ Finch Subway (York Reg. Term.)	N Lv	16 50	17 20	17 50
08 25	07 55	07 25	5	Yonge at Sheppard	N	16 37	17 07	17 37
08 35	08 05	07 35	5 Ar	‡ Yorkdale Subway (Bus Term.)	N Lv	16 30	17 00	17 30

NORTH GO BUS SERVICE

6568

BARRIE—BRADFORD—NEWMARKET

MONDAY to FRIDAY (Except Holidays) SATURDAY SUN./HOL.

ZONE	SOUTHBOUND 10-26-86	Trip Numbers →	6812	6826	6830	6834	6842	6854	6860	6870 To Yorkdale	6876	6878	6890	6852	6864	6880	6864	6878	6892
69	t **Barrie** (Maple & Simcoe Terminal)	Lv			06 20		07 35	10 35		15 05	17 05		20 35	09 35	13 35	18 35	13 35	17 35	21 05
68	Painswick				06 30		07 45	10 45		15 15	17 15		20 45	09 45	13 45	18 45	13 45	17 45	21 55
68	Stroud				06 35		07 50	10 50		15 20	17 20		20 50	09 50	13 50	18 50	13 50	17 50	21 20
67	Churchill				06 42		07 57	10 57		15 27	17 27		20 57	09 57	13 57	18 57	13 57	17 57	21 27
65	t **Bradford** (Barrie & John Sts.)	Lv	06 10	06 40	G06 55	07 10	08 10	11 10	13 40	15 40	17 40	18 10	21 10	10 10	14 10	19 10	14 10	18 10	21 40
65	Holland Landing (Yonge at Mt. Albert Rd.)		06 17	06 47	07 05	07 17	08 17	11 17	13 47	15 47	17 47	18 17	21 17	10 17	14 17	19 17	14 17	18 17	21 47
	Newmarket																		
64	t GO Terminal (Hwys. 11 & 9)	Ar	06 25	06 55	07 15	07 25	08 25	11 25	13 55	15 55	17 55	18 25	21 25	10 25	14 25	19 25	14 25	18 25	21 55
5	t *Yorkdale Subway*	(6569) Ar	*07 05*	*07 35*	*07 55*	*08 10*	*09 25*			16 40									
5	t *Finch Subway*	(6562) Ar	*07 20*	*07 50*	*08 05*	*08 20*	*09 20*	*12 20*	*14 50*	*16 50*	*18 50*	*19 20*	*22 20*	*11 20*	*15 20*	*20 20*	*15 20*	*19 20*	*22 50*

NOTE
Times shown in *italics* indicate service via connecting trips.

ZONE	NORTHBOUND 10-26-86	Trip Numbers →	6809	6821	6825	6839 From Yorkdale	6851	6865	6879	6895	6899			6809	6821	6861	6821	6835	6895
5	t *Finch Subway*	(6562) Lv	*07 50*	*10 50*	*13 20*	*15 50*	*16 20*	*16 50*	*17 20*	*18 50*	*21 20*			*07 50*	*10 50*	*16 50*	*10 20*	*15 20*	*18 20*
5	t *Yorkdale Subway*	(6569) Lv	*07 55*			16 00	*16 40*	*17 10*	*17 30*	*18 45*						*16 30*			
	Newmarket																		
64	t GO Terminal (Hwys. 11 & 9)	Lv	08 40	11 40	14 10	16 40	17 20	17 50	18 10	19 40	22 10			08 40	11 40	17 40	11 10	16 10	19 10
65	Holland Landing (Yonge at Mt. Albert Rd.)		08 48	11 48	14 18	16 48	17 28	17 58	18 18	19 48	22 18			08 48	11 48	17 48	11 18	16 18	19 18
65	t **Bradford** (Barrie & John Sts.)	Ar	08 55	11 55	14 25	16 55	17 35	18 05	G18 30	19 55	22 25			08 55	11 55	17 55	11 25	16 25	19 25
67	Churchill		09 08	12 08	14 38		17 48		18 43	20 08				09 08	12 08	18 08	11 38	16 38	19 38
68	Stroud		09 15	12 15	14 45		17 55		18 50	20 15				09 15	12 15	18 15	11 45	16 45	19 45
68	Painswick		09 20	12 20	14 50		18 00		18 55	20 20				09 20	12 20	18 20	11 50	16 50	19 50
69	t **Barrie** (Maple & Simcoe Terminal)	Ar	09 30	12 30	15 00		18 10		19 05	20 30				09 30	12 30	18 30	12 00	17 00	20 00

G — Via Bradford GO Station *(Table 6505)*

6569

SUTTON—KESWICK—NEWMARKET—HWY. 400 EXPRESS—YORKDALE

MONDAY to FRIDAY (Except Holidays) SAT./SUN./HOL.

ZONE	SOUTHBOUND 10-26-86	Trip Numbers →	6406	6408	6410	6416	6918	6424	6428	6932	6436	6440	6944	6956	6968	6870 From Barrie	6974	6986	6950 Saturday Only	6962	6982	6986
68	t **Sutton** (High & Middle Sts.)	Lv					05 45						07 30	10 30	14 30		16 45	20 30	08 30	12 30	17 30	20 30
68	t Jackson's Point (Dalton & Metro Rd.)						05 50						07 35	10 35	14 35		16 50	20 35	08 35	12 35	17 35	20 35
67	t Island Grove (Metro Rd. at Don Mills)						06 00						07 45	10 45	14 45		17 00	20 45	08 45	12 45	17 45	20 45
67	Roches Point (Metro Rd. at Raines)						06 05						07 50	10 50	14 50		17 05	20 50	08 50	12 50	17 50	20 50
66	t **Keswick** (Simcoe Ave.)	Lv					06 10			06 40			07 55	10 55	14 55		17 10	20 55	08 55	12 55	17 55	20 55
65	Queensville						06 25			06 55			08 10	11 10	15 10	*Table 6568*	17 25	21 10	09 10	13 10	18 10	21 10
65	Sharon						06 30			07 00			08 15	11 15	15 15		17 30	21 15	09 15	13 15	18 15	21 15
	Newmarket																					
64	t GO Terminal (Hwys. 9 & 11)	Ar					06 45			07 15			08 30	11 30	15 30		17 45	21 30	09 30	13 30	18 30	21 30
64	t GO Terminal	Lv	06 05	06 20	06 30	06 40	06 50	07 00	07 10	07 20	07 35	08 05	08 35			16 05	17 50		09 35			
64	Hwy. 9 & 400		06 12	06 27	06 37	06 47	06 57	07 07	07 17	07 27	07 42	08 12	Via King			16 12	17 57		Via King			
	Toronto																					
5	t **Yorkdale Subway** (Bus Term.)	Ar	06 40	06 55	07 05	07 15	07 25	07 35	07 45	07 55	08 10	08 40	09 25			16 40	18 25		10 25			
5	t *Finch Subway*	(6562) Ar					*07 35*			*08 05*			*09 20*	*12 20*	*16 20*		*18 50*	*22 20*	*10 20*	*14 20*	*19 20*	*22 20*

ZONE	NORTHBOUND 10-26-86	Trip Numbers →	6907	6919	6927	6431	6839 To Bradford	6441	6945	6449	6455	6459	6463	6471	6975	6487	6997	6999	6911 Saturday Only	6915 Sunday & Hol.	6933	6993
5	t *Finch Subway*	(6562) Lv	*07 50*	*10 50*	*14 50*				*16 20*						*17 20*		*18 35*	*21 20*	*08 50*	*09 30*	*15 20*	*18 20*
5	t **Yorkdale Subway** (Bus Term.)	Lv	07 55			15 40	16 00	16 20	16 30	16 40	16 50	17 00	17 10	17 20	17 30	18 00	18 45					
	Newmarket																					
64	Hwy. 9 & 400		08 23			16 08	16 28	16 48	16 58	17 08	17 18	17 28	17 38	17 48	17 58	18 28	19 12					
64	t GO Terminal	Ar	08 30			16 15	16 35	16 55	17 05	17 15	17 25	17 35	17 45	17 55	18 05	18 35	19 20					
64	t GO Terminal (Hwys. 9 & 11)	Lv	08 40	11 40	15 40				17 10						18 10		19 25	22 10	09 40	10 20	16 10	19 10
65	Sharon		08 55	11 55	15 55		*Table 6568*		17 25						18 25		19 40	22 25	09 55	10 35	16 25	19 25
65	Queensville		09 00	12 00	16 00				17 30						18 30		19 45	22 30	10 00	10 40	16 30	19 30
66	t **Keswick** (Simcoe Ave.)	Ar	09 15	12 15	16 15				17 45						18 45		20 00	22 45	10 15	10 55	16 45	19 45
67	Roches Point (Metro Rd. at Raines)		09 20	12 20	16 20				17 50								20 05	22 50	10 20	11 00	16 50	19 50
67	t Island Grove (Metro Rd. at Don Mills)		09 25	12 25	16 25				17 55								20 10	22 55	10 25	11 05	16 55	19 55
68	t Jackson's Point (Dalton & Metro Rd.)		09 35	12 35	16 35				18 05								20 20	23 05	10 35	11 15	17 05	20 05
68	t **Sutton** (High & Middle Sts.)	Ar	09 40	12 40	16 40				18 10								20 25	23 10	10 40	11 20	17 10	20 10

6575 UXBRIDGE-STOUFFVILLE-MARKHAM-TORONTO

SOUTHBOUND READ DOWN — MONDAY to FRIDAY (Except Hol.) — NORTHBOUND READ UP

7514	7510	7508	7504	ZONE	← Trip Numbers → 10-26-86		7555	7559	7563	7571
....	06 30	....	06 00	75 Lv	t Uxbridge (Bascom & Brock)	Ar	....	17 35	17 50	18 20
....	06 41	....	06 11	74	t Goodwood (Hwy. 47)		....	17 24	17 39	18 09
....	06 52	....	06 22	73	t Stouffville (Main at Edward)		....	17 13	17 28	17 58
....	06 56	....	06 26	73	Ringwood (Hwys. 47 & 48)		....	17 09	17 24	17 54
07 05		06 40	06 34	71 Lv	Markham (GO Station)	Ar	17 02	↑	17 17	17 47
07 08	Express	06 43	06 37	71	t Main & Hwy. 7		16 59	Express	17 14	17 44
■0715	Hwy.	■0650	■0644	71	Markville Centre (Hwy. 7 at McCowan)		■1652	Hwy.	■1707	■1737
07 17	404	06 52	06 46	71	Unionville (Hwy. 7 at Kennedy)		16 50	404	17 05	17 35
Express	↓	Express	Express		Toronto		Express		Express	Express
D0742	D0727	D0717	D0711	1	Don Valley Pkwy. at Eglinton	N	16 30	16 40	16 45	17 15
08 00	07 45	07 35	07 27	1	Bloor at Castle Frank	N	16 17	Express	16 32	17 02
08 10	07 55	07 45	07 35	1 Ar	t Bay & Dundas (GO Term.)	N Lv	16 05	16 20	16 20	16 50

Note: A fare surcharge applies on Downtown Toronto (Zone 1) bus travel to/from this corridor (see tariff).

t — GO Transit ticket agency location.
■ — Highway stop.
D — Stops only to discharge on passenger request.
N — No local passengers between points marked N.

6565 NEWMARKET KING—MAPLE FINCH/YORKDALE

SATURDAY ONLY — SOUTHBOUND READ DOWN — MONDAY to FRIDAY (Except Holidays) — NORTHBOUND READ UP — SAT ONLY

	6958 From Sutton	6944 From Sutton	6538	6528	6514	ZONE	← Trip Numbers → 4-28-85		6543	6553	6577	6583	6597	6547
.....	09 35	08 35	.....	.....	06 30	64 Lv	t Newmarket (GO Terminal)	Ar	17 10	17 40	.....	18 40	19 35	17 20
.....	09 44	08 44	07 39	06 49	06 39	63	t Aurora (Yonge & Wellington ■)		17 01	17 31	17 56	18 31	19 26	17 11
.....	09 57	08 57	07 53	07 02	06 53	62	King City (King Rd. & Keele)		16 47	17 17	17 43	18 17	19 13	16 58
.....	10 05	09 05	08 03	07 10	07 03	61	Maple (Keele & Maj. Mackenzie)		16 37	17 07	17 35	18 07	19 05	16 50
.....	via	via	via	07 15	via	61	Richmond Hill (Yonge & Maj. Mackenzie)		via	via	17 30	via	19 00	via
.....	400	400	400	07 40	400	5 Ar	t Finch Subway (York Reg. Term.)	Lv	400	400	17 10	400	18 40	400
.....	10 25	09 25	08 25	.....	07 25	5 Ar	t Yorkdale Subway (Bus Term.)	Lv	16 15	16 45	.....	17 45	.....	16 30

NOTE: The above "Finch" trips also operate in local "C" service south of Major Mackenzie Drive.

NORTHEAST GO BUS SERVICE

6576 UXBRIDGE—STOUFFVILLE—MARKHAM—SCARBOROUGH

MONDAY to FRIDAY (Except Holidays) — SAT./SUN./HOL.

ZONE	SOUTHBOUND — Trip Numbers → 10-26-86		7618	7632	7644	7652	7686		7628 Sat. Only	7642	7650	7666
75	t Uxbridge (Bascom & Brock)	Lv	06 50	09 35	12 35	15 35	20 05		09 05	12 05	15 05	18 05
74	t Goodwood (Hwy. 47)		07 01	09 46	12 46	15 46	20 16		09 16	12 16	15 16	18 16
73	t Stouffville (Main at Edward)		07 12	09 57	12 57	15 57	20 27		09 27	12 27	15 27	18 27
73	Ringwood (Hwys. 47 & 48)		07 16	10 01	13 01	16 01	20 31		09 31	12 31	15 31	18 31
71	Markham (GO Station)		07 24	10 09	13 09	16 09	20 39		09 39	12 39	15 39	18 39
71	t Main & Hwy. 7		07 27	10 12	13 12	16 12	20 42		09 42	12 42	15 47	18 42
71	Markville Centre (Hwy. 7 & McCowan)	Lv	07 35	10 20	13 20	16 20	20 50		09 50	12 50	15 50	18 50
	Toronto											
7	t Scarborough Centre (Bus Term.)	Ar	07 55	10 40	13 40	16 40	21 10		10 10	13 10	16 10	19 10

ZONE	NORTHBOUND — Trip Numbers → 10-26-86		7625	7637	7649	7667	7679	7693	7635 Sat. Only	7643	7653	7687
	Toronto											
7	t Scarborough Centre (Bus Term.)	Lv	08 10	10 55	13 55	16 55	17 55	21 25	10 25	13 25	16 25	19 25
71	Markham (Markville Centre)	Lv	08 30	11 15	14 15	17 15	18 15	21 45	10 45	13 45	16 45	19 45
71	t Main & Hwy. 7		08 38	11 23	14 23	17 23	18 23	21 53	10 53	13 53	16 53	19 53
71	GO Station		08 41	11 26	14 26	17 26	18 26	21 56	10 56	13 56	16 56	19 56
73	Ringwood (Hwys. 47 & 48)		08 49	11 34	14 34	17 34	18 34	22 04	11 04	14 04	17 04	20 04
73	t Stouffville (Main at Edward)		08 53	11 38	14 38	17 38	18 38	22 08	11 08	14 08	17 08	20 08
74	t Goodwood (Hwy. 47)		09 04	11 49	14 49	17 49	18 49	22 19	11 19	14 19	17 19	20 19
75	t Uxbridge (Bascom & Brock)	Ar	09 15	12 00	15 00	18 00	19 00	22 30	11 30	14 30	17 30	20 30

EAST GO BUS SERVICE

6598 BOWMANVILLE—OSHAWA

MONDAY to SATURDAY (Except Holidays)

ZONE	WESTBOUND — Trip Numbers → CHW 4-29-84		9805 Monday to Friday	9811	9817	9823	9829	9835	9841	9847	9853	9859	9865	9871	9877	9881	9885	9889	9893 Friday Only	9897 Friday Only
	Bowmanville																			
96	Liberty & Prince	Lv	06 32	07 32	08 32	09 32	10 32	11 32	12 32	13 32	14 32	15 32	16 32	17 32	18 32	19 32	20 32	21 32	22 32	23 32
96	King at Scugog		06 37	07 37	08 37	09 37	10 37	11 37	12 37	13 37	14 37	15 37	16 37	17 37	18 37	19 37	20 37	21 37	22 37	23 37
95	Courtice (Hwy. 2 at Courtice Rd.)		06 47	07 47	08 47	09 47	10 47	11 47	12 47	13 47	14 47	15 47	16 47	17 47	18 47	19 47	20 47	21 47	22 47	23 47
	Oshawa																			
94	t Bus Terminal (Bond at Simcoe)	Ar	07 00	08 00	09 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00	18 00	19 00	20 00	21 00	22 00	23 00	23 59

ZONE	EASTBOUND — Trip Numbers → CHW 4-29-84		9806 Monday to Friday	9812	9818	9824	9830	9836	9842	9848	9854	9860	9866	9872	9878	9882	9886	9890	9894 Friday Only	9898 Friday Only
	Oshawa																			
94	t Bus Terminal (Bond & Simcoe)	Lv	07 10	08 10	09 10	10 10	11 10	12 10	13 10	14 10	15 10	16 10	17 10	18 10	19 10	20 10	21 10	22 10	23 10	00 10
95	Courtice (Hwy. 2 at Courtice Rd.)		07 21	08 21	09 21	10 21	11 21	12 21	13 21	14 21	15 21	16 21	17 21	18 21	19 21	20 21	21 21	22 21	23 21	00 21
96	Bowmanville																			
	King at Scugog		07 29	08 29	09 29	10 29	11 29	12 29	13 29	14 29	15 29	16 29	17 29	18 29	19 29	20 29	21 29	22 29	23 29	00 29
96	Liberty & Prince	Ar	07 32	08 32	09 32	10 32	11 32	12 32	13 32	14 32	15 32	16 32	17 32	18 32	19 32	20 32	21 32	22 32	23 32	00 32

EAST GO BUS SERVICE

6594 OSHAWA— (VIA HIGHWAY 2) —PICKERING—YORK MILLS—YORKDALE

MONDAY to FRIDAY (Except Holidays) (continued on facing page)

ZONE	WESTBOUND GCL 4-27-86	Trip Numbers →	9401	9403	9405	9409	9413	9415	9417	9321	9423	9325	9427	9329	9431	9333	9435	9337	9439	9341	9443
94	t Oshawa Bus Term. (Bond & Simcoe)	Lv	05 05	05 50	06 10	06 30	06 45	06 50	07 10	07 30	07 45	08 05	08 35	09 05	09 35	10 05	10 35	11 05	11 35	12 05	12 35
93	t Whitby (Dundas at Brock)		05 19	06 05	06 25	06 45	07 00	07 05	07 25	07 45	07 59	08 19	08 49	09 19	09 49	10 19	10 49	11 19	11 49	12 19	12 49
92	t Ajax GO Term. (Harwood Ave.)		05 31	06 18	06 38	06 58	07 13	07 18	07 38	07 58	08 11	08 31	09 01	09 31	10 01	10 31	11 01	11 31	12 01	12 31	13 01
92	Hwy. 2 at Church		05 39	Early St.	Early St.	Early St.	│	Early St.	Early St.	Early St.	08 19	08 39	09 09	09 39	10 09	10 39	11 09	11 39	12 09	12 39	13 09
91	Pickering GO Station (6501)	Ar	05 50	06 30	06 50	07 10	│	07 30	07 50	08 10	08 30	08 50	09 20	09 50	10 20	10 50	11 20	11 50	12 20	12 50	13 20
91	Pickering GO Station	Lv	05 50	06 30	06 55	07 15	Express	07 35	07 55		08 35		09 25		10 25		11 25		12 25		13 25
8	Kingston Rd. at Port Union		05 59	06 39	07 04	07 24	│	07 44	08 04		08 44		09 34		10 34		11 34		12 34		13 34
7	t Scarboro Centre (Bus Term.)		06 09	06 51	07 16	07 36	│	07 56	08 16		08 56		09 45		10 45		11 45		12 45		13 45
5	t York Mills Subway	Ar	06 22	07 10	07 35	07 55	08 00	08 15	08 35		09 15		10 00		11 00		12 00		13 00		14 00
5	t Yorkdale Subway (Bus Term.)	Ar	06 30		07 45	08 05	08 10	08 25	08 45		09 25		10 10		11 10		12 10		13 10		14 10

ZONE	EASTBOUND GCL 4-27-86	Trip Numbers →	9302	9304	9406	9306	9308	9310	9412	9314	9418	9420	9322	9424	9326 •	9428 •	9332	9434	9336	9438	9340
5	t Yorkdale Subway (Bus Term.)	Lv			06 35						08 05	08 35		09 35		10 35		11 35		12 35	
5	t York Mills Subway	Lv			06 45				07 15		08 15	08 45		09 45		10 45		11 45		12 45	
7	t Scarboro Centre (Bus Term.)				06 58				07 28		08 28	08 58		09 58		10 58		11 58		12 58	
8	Kingston Rd. at Port Union				│				07 38		08 38	09 08		10 08		11 08		12 08		13 08	
91	Pickering GO Station	Ar			│				07 50		08 50	09 20		10 20		11 20		12 20		13 20	
91	Pickering GO Station (6501)	Lv	05 55	06 35	Express	06 55	07 15	07 35	07 55	08 15	08 55	09 25	09 55	10 25	10 55	11 25	11 55	12 25	12 55	13 25	13 55
92	Hwy. 2 at Church		06 03	06 43	│	07 03	07 23	07 43	08 03	08 23	09 03	09 33	10 03	10 33	11 03	11 33	12 03	12 33	13 03	13 33	14 03
92	t Ajax GO Term. (Harwood Ave.)		06 10	06 50	│	07 10	07 30	07 50	08 10	08 30	09 10	09 40	10 10	10 40	11 10	11 40	12 10	12 40	13 10	13 40	14 10
93	t Whitby (Dundas at Brock)		06 22	07 02	│	07 22	07 42	08 02	08 22	08 42	09 22	09 52	10 22	10 52	11 22	11 52	12 22	12 52	13 22	13 52	14 22
94	t Oshawa Bus Term. (Bond & Simcoe)	Ar	06 35	07 15	07 30	07 35	07 55	08 15	08 35	08 55	09 35	10 05	10 35	11 05	11 35	12 05	12 35	13 05	13 35	14 05	14 35

SATURDAY (continued on facing page)

ZONE	WESTBOUND GCL 4-27-86	Trip Numbers →	9305	9409	9317	9423	9325	9427	9329	9431	9333	9435	9337	9439	9341	9443	9345	9447	9349	9451	9353
94	t Oshawa Bus Term. (Bond & Simcoe)	Lv	06 05	06 35	07 05	07 35	08 05	08 35	09 05	09 35	10 05	10 35	11 05	11 35	12 05	12 35	13 05	13 35	14 05	14 35	15 05
93	t Whitby (Dundas at Brock)		06 19	06 49	07 19	07 49	08 19	08 49	09 19	09 49	10 19	10 49	11 19	11 49	12 19	12 49	13 19	13 49	14 19	14 49	15 19
92	t Ajax GO Term. (Harwood Ave.)		06 31	07 01	07 31	08 01	08 31	09 01	09 31	10 01	10 31	11 01	11 31	12 01	12 31	13 01	13 31	14 01	14 31	15 01	15 31
92	Hwy. 2 at Church		06 39	07 09	07 39	08 09	08 39	09 09	09 39	10 09	10 39	11 09	11 39	12 09	12 39	13 09	13 39	14 09	14 39	15 09	15 39
91	Pickering GO Station (6501)	Ar	06 50	07 20	07 50	08 20	08 50	09 20	09 50	10 20	10 50	11 20	11 50	12 20	12 50	13 20	13 50	14 20	14 50	15 20	15 50
91	Pickering GO Station	Lv		07 25		08 25		09 25		10 25		11 25		12 25		13 25		14 25		15 25	
8	Kingston Rd. at Port Union			07 34		08 34		09 34		10 34		11 34		12 34		13 34		14 34		15 34	
7	t Scarboro Centre (Bus Term.)			07 44		08 44		09 44		10 44		11 44		12 44		13 44		14 44		15 44	
5	t York Mills Subway	Ar		07 55		08 55		09 55		10 55		11 55		12 55		13 55		14 55		15 55	
5	t Yorkdale Subway (Bus Term.)	Ar		08 05		09 05		10 05		11 05		12 05		13 05		14 05		15 05		16 05	

ZONE	EASTBOUND GCL 4-27-86	Trip Numbers →	9302	9306	9312	9318	9420	9322	9424	9326	9428	9332	9434	9336	9438	9340	9442	9344	9446	9348	9450
5	t Yorkdale Subway (Bus Term.)	Lv					08 35		09 35		10 35		11 35		12 35		13 35		14 35		15 35
5	t York Mills Subway	Lv					08 45		09 45		10 45		11 45		12 45		13 45		14 45		15 45
7	t Scarboro Centre (Bus Term.)						08 58		09 58		10 58		11 58		12 58		13 58		14 58		15 58
8	Kingston Rd. at Port Union						09 08		10 08		11 08		12 08		13 08		14 08		15 08		16 08
91	Pickering GO Station	Ar					09 20		10 20		11 20		12 20		13 20		14 20		15 20		16 20
91	Pickering GO Station (6501)	Lv	05 55	06 55	07 55	08 55	09 25	09 55	10 25	10 55	11 25	11 55	12 25	12 55	13 25	13 55	14 25	14 55	15 25	15 55	16 25
92	Hwy. 2 at Church		06 03	07 03	08 03	09 03	09 33	10 03	10 33	11 03	11 33	12 03	12 33	13 03	13 33	14 03	14 33	15 03	15 33	16 03	16 33
92	t Ajax GO Term. (Harwood Ave.)		06 10	07 10	08 10	09 10	09 40	10 10	10 40	11 10	11 40	12 10	12 40	13 10	13 40	14 10	14 40	15 10	15 40	16 10	16 40
93	t Whitby (Dundas at Brock)		06 22	07 22	08 22	09 22	09 52	10 22	10 52	11 22	11 52	12 22	12 52	13 22	13 52	14 22	14 52	15 22	15 52	16 22	16 52
94	t Oshawa Bus Term. (Bond & Simcoe)	Ar	06 35	07 35	08 35	09 35	10 05	10 35	11 05	11 35	12 05	12 35	13 05	13 35	14 05	14 35	15 05	15 35	16 05	16 35	17 05

SUNDAY & HOLIDAYS (Except as Noted)

ZONE	WESTBOUND GCL 4-27-86	Trip Numbers →	9305 Holiday Only ◆	9317 Holiday Only ◆	9425	9329	9433	9337	9441	9345	9449	9353	9461	9373	9479	9381	9485	9389	9493	9397	9399
94	t Oshawa Bus Term. (Bond & Simcoe)	Lv	06 05	07 05	08 05	09 05	10 05	11 05	12 05	13 05	14 05	15 05	16 05	17 05	18 05	19 05	20 05	21 05	22 05	23 05	00 05
93	t Whitby (Dundas at Brock)		06 19	07 19	08 19	09 19	10 19	11 19	12 19	13 19	14 19	15 19	16 19	17 19	18 19	19 19	20 19	21 19	22 19	23 19	00 19
92	t Ajax GO Term. (Harwood Ave.)		06 31	07 31	08 31	09 31	10 31	11 31	12 31	13 31	14 31	15 31	16 31	17 31	18 31	19 31	20 31	21 31	22 31	23 31	00 31
92	Hwy. 2 at Church		06 39	07 39	08 39	09 39	10 39	11 39	12 39	13 39	14 39	15 39	16 39	17 39	18 39	19 39	20 39	21 39	22 39	23 39	00 39
91	Pickering GO Station (6501)	Ar	06 50	07 50	08 50	09 50	10 50	11 50	12 50	13 50	14 50	15 50	16 50	17 50	18 50	19 50	20 50	21 50	22 50	23 50	00 50
91	Pickering GO Station	Lv			08 55		10 55		12 55		14 55		16 55		18 55		20 55		22 55		
8	Kingston Rd. at Port Union				09 04		11 04		13 04		15 04		17 04		19 04		21 04		23 04		
7	t Scarboro Centre (Bus Term.)				09 14		11 14		13 14		15 14		17 14		19 14		21 14		23 14		
5	t York Mills Subway	Ar			09 25		11 25		13 25		15 25		17 25		19 25		21 25		23 25		
5	t Yorkdale Subway (Bus Term.)	Ar			09 35		11 35		13 35		15 35		17 35		19 35		21 35		23 35		

ZONE	EASTBOUND GCL 4-27-86	Trip Numbers →	9302 Holiday Only ◆	9306 Holiday Only ◆	9312 Holiday Only ◆	9318 Holiday Only ◆	9322	9426	9332	9436	9340	9444	9348	9454	9364	9472	9376	9480	9384	9488	9392	9496
5	t Yorkdale Subway (Bus Term.)	Lv						10 05		12 05		14 05		16 05		18 05		20 05		22 05		00 05
5	t York Mills Subway	Lv						10 15		12 15		14 15		16 15		18 15		20 15		22 15		00 15
7	t Scarboro Centre (Bus Term.)							10 28		12 28		14 28		16 28		18 28		20 28		22 28		00 28
8	Kingston Rd. at Port Union							10 38		12 38		14 38		16 38		18 38		20 38		22 38		00 38
91	Pickering GO Station	Ar						10 50		12 50		14 50		16 50		18 50		20 50		22 50		00 50
91	Pickering GO Station (6501)	Lv	05 55	06 55	07 55	08 55	09 55	10 55	11 55	12 55	13 55	14 55	15 55	16 55	17 55	18 55	19 55	20 55	21 55	22 55	23 55	00 55
92	Hwy. 2 at Church		06 03	07 03	08 03	09 03	10 03	11 03	12 03	13 03	14 03	15 03	16 03	17 03	18 03	19 03	20 03	21 03	22 03	23 03	00 03	01 03
92	t Ajax GO Term. (Harwood Ave.)		06 10	07 10	08 10	09 10	10 10	11 10	12 10	13 10	14 10	15 10	16 10	17 10	18 10	19 10	20 10	21 10	22 10	23 10	00 10	01 10
93	t Whitby (Dundas at Brock)		06 22	07 22	08 22	09 22	10 22	11 22	12 22	13 22	14 22	15 22	16 22	17 22	18 22	19 22	20 22	21 22	22 22	23 22	00 22	01 22
94	t Oshawa Bus Term. (Bond & Simcoe)	Ar	06 35	07 35	08 35	09 35	10 35	11 35	12 35	13 35	14 35	15 35	16 35	17 35	18 35	19 35	20 35	21 35	22 35	23 35	00 35	01 35

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EAST GO BUS SERVICE

6594 OSHAWA — (VIA HIGHWAY 2) – PICKERING — YORK MILLS — YORKDALE

(continued) MONDAY to FRIDAY (Except Holidays)

9345	9447	9349	9451	9353	9457	9459	9361	9365	9469	9373	9375	9479	9381	9485	9389	9493	9397	9399	← Trip Numbers **WESTBOUND** 4-27-86 GCL	ZONE
13 05	13 35	14 05	14 35	15 05	15 35	16 00	16 05	16 25	16 45	17 05	17 25	18 05	19 05	20 05	21 05	22 05	23 05	00 05	Lv t Oshawa Bus Term. (Bond & Simcoe)	94
13 19	13 49	14 19	14 49	15 19	15 49	↓	16 19	16 39	16 59	17 19	17 39	18 19	19 19	20 19	21 19	22 19	23 19	00 19	t Whitby (Dundas at Brock)	93
13 31	14 01	14 31	15 01	15 31	16 01	↓	16 31	16 51	17 11	17 31	17 51	18 31	19 31	20 31	21 31	22 31	23 31	00 31	t Ajax GO Term. (Harwood Ave.)	92
13 39	14 09	14 39	15 09	15 39	16 09	Express	16 39	16 59	17 19	17 39	17 59	18 39	19 39	20 39	21 39	22 39	23 39	00 39	Hwy. 2 at Church	92
13 50	14 20	14 50	15 20	15 50	16 20	↓	16 50	17 10	17 30	17 50	18 10	18 50	19 50	20 50	21 50	22 50	23 50	00 50	Ar Pickering GO Station (6501)	91
	14 25		15 25		16 25	↓			17 35			18 55		20 55		22 55			Lv Pickering GO Station	91
	14 34		15 34		16 34	↓			17 44			19 04		21 04		23 04			Kingston Rd. at Port Union	8
	14 45		15 47		16 47	16 30			17 55			19 14		21 14		23 14			t Scarboro Centre (Bus Term.)	7
	15 00		16 05		17 05	16 50			18 10			19 25		21 25		23 25			Ar t York Mills Subway	5
	15 10		16 15		17 15	17 00			18 20			19 35		21 35		23 35			Ar t Yorkdale Subway (Bus Term.)	5

9442	9344	9446	9348	9450	9352	9454	9456	9458	9460	9464	9468	9472	9476	9480	9384	9488	9392	9496	← Trip Numbers **EASTBOUND** 4-27-86 GCL	ZONE
13 35		14 35		15 25		15 55	16 15	16 35	16 50	16 55	17 15	18 00	19 05	20 05		22 05		00 05	Lv t Yorkdale Subway (Bus Term.)	5
13 45		14 45		15 35		16 05	16 25	16 45	17 00	17 05	17 25	18 10	19 15	20 15		22 15		00 15	Lv t York Mills Subway	5
13 58		14 58		15 48		16 23	16 43	17 03	↓	17 23	17 43	18 26	19 28	20 28		22 28		00 28	t Scarboro Centre (Bus Term.)	7
14 08		15 08		15 58		16 37	16 57	17 17	↓	17 37	17 57	18 38	19 38	20 38		22 38		00 38	Kingston Rd. at Port Union	8
14 20		15 20		16 10		16 50	17 10	17 30	Express	17 50	18 10	18 50	19 50	20 50		22 50		00 50	Ar Pickering GO Station	91
14 25	14 55	15 25	15 55	16 15	16 35	16 55	17 15	17 35	↓	17 55	18 15	18 55	19 55	20 55	21 55	22 55	23 55	00 55	Lv Pickering GO Station (6501)	91
14 33	15 03	15 33	16 03	16 23	16 43	Bayly St.	Bayly St.	Bayly St.	↓	Bayly St.	Bayly St.	19 03	20 03	21 03	22 03	23 03	00 03	01 03	Hwy. 2 at Church	92
14 40	15 10	15 40	16 10	16 30	16 50	17 07	17 27	17 47	17 27	18 07	18 27	19 10	20 10	21 10	22 10	23 10	00 10	01 10	t Ajax GO Term. (Harwood Ave.)	92
14 52	15 22	15 52	16 22	16 42	17 02	17 20	17 40	18 00	17 40	18 20	18 40	19 22	20 22	21 22	22 22	23 22	00 22	01 22	t Whitby (Dundas at Brock)	93
15 05	15 35	16 05	16 35	16 55	17 15	17 35	17 55	18 15	17 55	18 35	18 55	19 35	20 35	21 35	22 35	23 35	00 35	01 35	Ar t Oshawa Bus Term. (Bond & Simcoe)	94

(continued) SATURDAY

9457	9361	9469	9373	9377	9479	9381	9485	9389	9493	9397	9399	← Trip Numbers **WESTBOUND** 4-27-86 GCL	ZONE
15 35	16 05	16 35	17 05	17 35	18 05	19 05	20 05	21 05	22 05	23 05	00 05	Lv t Oshawa Bus Term. (Bond & Simcoe)	94
15 49	16 19	16 49	17 19	17 49	18 19	19 19	20 19	21 19	22 19	23 19	00 19	t Whitby (Dundas at Brock)	93
16 01	16 31	17 01	17 31	18 01	18 31	19 31	20 31	21 31	22 31	23 31	00 31	t Ajax GO Term. (Harwood Ave.)	92
16 09	16 39	17 09	17 39	18 09	18 39	19 39	20 39	21 39	22 39	23 39	00 39	Hwy. 2 at Church	92
16 20	16 50	17 20	17 50	18 20	18 50	19 50	20 50	21 50	22 50	23 50	00 50	Ar Pickering GO Station (6501)	91
16 25	.....	17 25	.....	.....	18 55		20 55	.....	22 55	.....	.....	Lv Pickering GO Station	91
16 34		17 34			19 04		21 04		23 04			Kingston Rd. at Port Union	8
16 44		17 44			19 14		21 14		23 14			t Scarboro Centre (Bus Term.)	7
16 55		17 55			19 25		21 25		23 25			Ar t York Mills Subway	5
17 05		18 05			19 35		21 35		23 35			Ar t Yorkdale Subway (Bus Term.)	5

9354	9458	9364	9470	9372	9474	9376	9480	9384	9488	9392	9496	← Trip Numbers **EASTBOUND** 4-27-86 GCL	ZONE
.....	16 35	.....	17 35	.....	18 35		20 05	.....	22 05	.....	00 05	Lv t Yorkdale Subway (Bus Term.)	5
.....	16 45	.....	17 45	.....	18 45		20 15	.....	22 15	.....	00 15	Lv t York Mills Subway	5
.....	16 58	.....	17 58	.....	18 58		20 28	.....	22 28	.....	00 28	t Scarboro Centre (Bus Term.)	7
.....	17 08	.....	18 08	.....	19 08		20 38	.....	22 38	.....	00 38	Kingston Rd. at Port Union	8
.....	17 20	.....	18 20	.....	19 20		20 50	.....	22 50	.....	00 50	Ar Pickering GO Station	91
16 55	17 25	17 55	18 25	18 55	19 25	19 55	20 55	21 55	22 55	23 55	00 55	Lv Pickering GO Station (6501)	91
17 03	17 33	18 03	18 33	19 03	19 33	20 03	21 03	22 03	23 03	00 03	01 03	Hwy. 2 at Church	92
17 10	17 40	18 10	18 40	19 10	19 40	20 10	21 10	22 10	23 10	00 10	01 10	t Ajax GO Term. (Harwood Ave.)	92
17 22	17 52	18 22	18 52	19 22	19 52	20 22	21 22	22 22	23 22	00 22	01 22	t Whitby (Dundas at Brock)	93
17 35	18 05	18 35	19 05	19 35	20 05	20 35	21 35	22 35	23 35	00 35	01 35	Ar t Oshawa Bus Term. (Bond & Simcoe)	94

D — Stops only to discharge on Passenger request.
N — No local passengers between points marked N.
♦ — Trips marked ♦ do NOT operate on Christmas or New Year's Days.
■ — Does not serve agency.
t — GO Transit ticket agency location.

Note: For connections at Pickering with trains to/from downtown Toronto, see Table 6501.

6595 AJAX — PICKERING

GCL 10-27-85

MONDAY to FRIDAY (Except Holidays)

During weekday rush-hour periods, when regular Hwy. 2 trips operate via Bayly St. (see Table 6594), the following trips provide service on Highway 2 between Ajax and Pickering:

WESTBOUND

Lv t Ajax GO Terminal (Zone 92)
06 10 and every 20 Minutes 06 33 to 07 53
Lv Highway 2 at Church (Zone 92)
06 18 and every 20 Minutes 06 41 to 08 01

EASTBOUND

Lv Pickering GO Station (Zone 91)
Every 20 Minutes 16 55 to 18 15

6596 OSHAWA—WHITBY—AJAX—TORONTO

WESTBOUND READ DOWN — MONDAY to FRIDAY (Except Holidays) — EASTBOUND READ UP

9611	9603	9601	ZONE	← Trip Numbers → GCL 10-26-86	9644	9648	9660	9664
06 25	06 10	05 55	94	Lv t Oshawa (Bond & Simcoe Term.) Ar	16 55	17 25	18 00	18 35
■0640	■0625	06 10	93	t Whitby (Dundas at Brock)	■1640	17 10	■1745	18 20
06 45	06 30	Hwy. 2	93	Whitby GO Term. (401 & Brock St.)	16 37	Hwy. 2	17 42	Hwy. 2
06 55	06 40	↓	92	t Ajax GO Term. (Harwood Ave.)	↑	16 57	↑	18 07
↓	↓	06 22	92	Hwy. 2 at Church		16 49		17 59
		06 30	91	Pickering GO Station		16 40		17 50
Express	Express			Toronto	Express		Express	
↓	↓	06 39	8	Kingston Rd. at Port Union	↑	16 32	↑	17 40
		↓		*Via Hwy. 401*		↑		↑
D0735	D0705	D0658	1	Don Valley Pkwy. at Eglinton N	16 10	16 10	17 15	17 15
07 52	07 22	07 07	1	Bloor at Castle Frank N	15 55	15 55	16 55	16 55
08 00	07 30	07 15	1 Ar	t Bay & Dundas (GO Terminal) N Lv	15 45	15 45	16 45	16 45

Note: A fare surcharge applies on Downtown Toronto (Zone 1) bus travel to/from this corridor (see tariff).

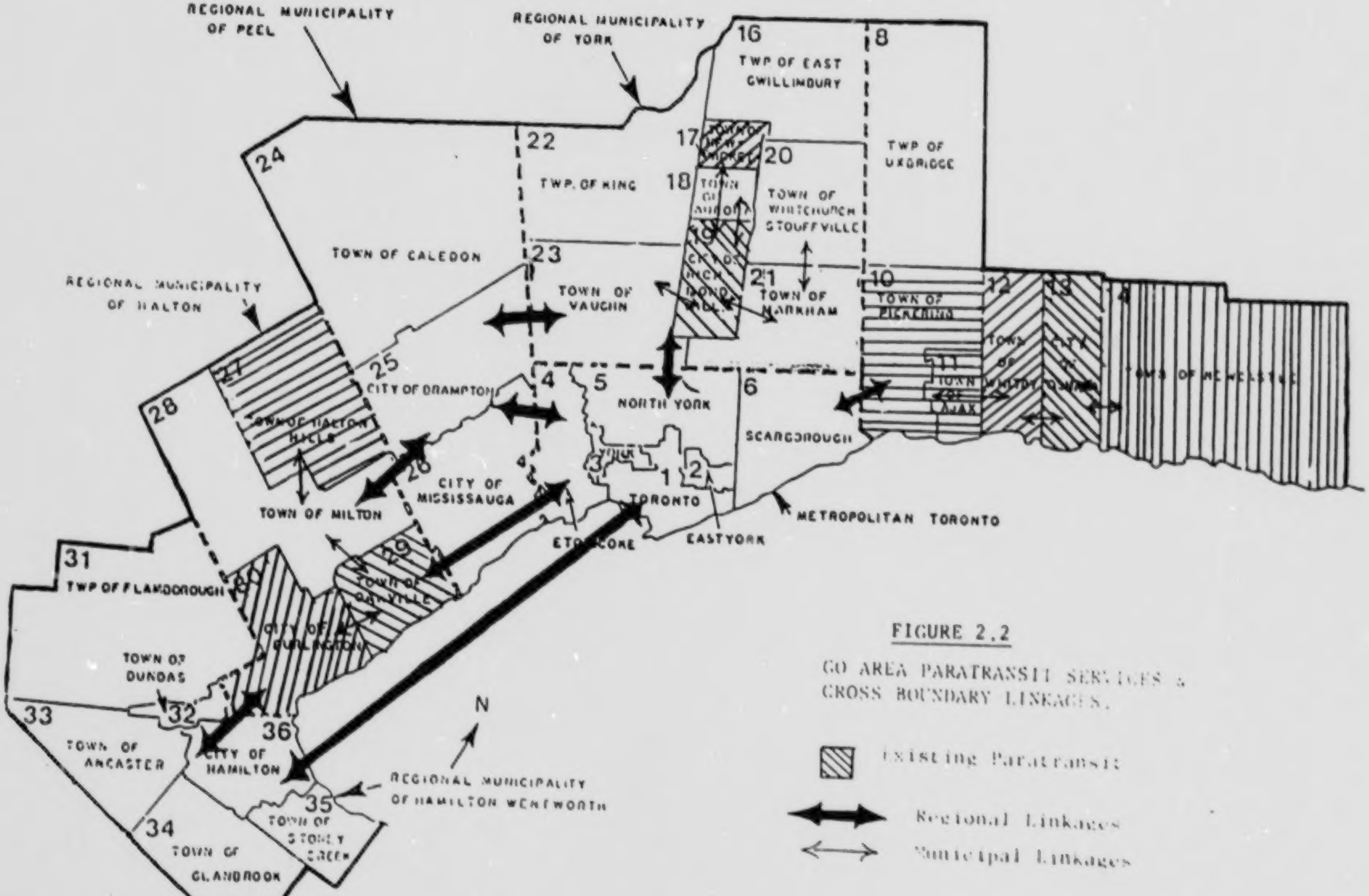

FIGURE 2.2

GO AREA PARATRANSIT SERVICES & CROSS BOUNDARY LINKAGES.

TABLE D1: GO SERVICE AREA CATCHMENT

GO SYSTEM: ROUTE-SPECIFIC CATCHMENT AREAS AND RIDERNIP, 1986 WEEKDAYS

ROUTE	CATCHMENT AREA POPULATION (1)	TYPICAL WEEKDAY RIDERSHIP (2)	(DAILY RIDERSHIP)/ (CATCHMENT POPULATION)(4)
RAIL TOTAL	1,860,000	58,110	0.0312
Lakeshore West	663,000	30,440	0.0459
Milton	400,000	5,510	0.0138
Stouffville	180,000	1,230	0.0068
Lakeshore East	801,000	11,350	0.0142
Georgetown	403,000	6,190	0.0154
Richmond Hill	402,000	2,460	0.0061
Bradford	62,000	930	0.0150
BUS TOTAL	763,000	22,210	0.0291
Oakville Train Meet	100,000	2,260	0.0226
Lakeshore West	205,000	2,160	0.0105
Hamilton Express (3)	76,000	2,950	0.0388
Meadowvale/Milton	46,000	540	0.0117
Guelph/Georgetown/Brampton	108,000	4,570	0.0423
Richmond Hill	62,000	6,880	0.1110
Newmarket/Barrie/Sutton	68,000	5,110	0.0751
Finch/Bayview	27,000	2,160	0.0800
Stouffville/Uxbridge	73,000	440	0.0060
Oshawa	102,000	5,110	0.0501
Bowmanville	8,000	340	0.0425
Pickering Train Meet	96,000	2,850	0.0297
TOTAL GO	2,160,000	80,320	0.0372

See NOTES, attached.

NOTES FOR TABLE D1

(1) Catchment areas are defined from 1985 Bus and Rail Surveys [23], and using 1981 Statistics Canada population totals, projected to 1986. Total values are not straight additions for the individual route values due to overlap in catchment areas.

(2) Ridership values are from October 1986, prorated to the average 1986 weekday values; all from the GO Transit Corporate Ridership Statistics, [24], February 1987. These values agree reasonably well with the 1985 surveys [23], and CUTA results [9].

(3) The catchment area for the Hamilton express is assumed to be the west end of the route only (Hamilton and Burlington). If the Toronto area is added, the catchment area increases to 1,300,000/

(4) "Daily ridership per catchment population" is for a typical 1986 weekday. To convert to an average 1986 day (including weekends), divide values by 1.27.

TABLE D2: CALCULATION OF GREATER TORONTO SERVICE AREA

The following municipalities, cities, etc, are included in the total area:	1981 Population (Stats. Can. Census)	
Regional Municipality of Durham	**(Sub-Total)**	**260,882**
City of Oshawa	117,519	
Town of Whitby	36,698	
Town of Ajax	25,475	
Town of Pickering	37,754	
Town of Newcastle	32,229	
Township of Uxbridge	11,207	
Regional Municipality of York	**(Sub-Total)**	**231,819**
Town of Markham	77,037	
Town of Whitchurch - Stouffville	13,557	
Town of Richmond Hill	37,778	
Town of Aurora	16,267	
Town of Newmarket	29,753	
Town of Vaughan	29,674	
Township of King	15,188	
Town of East Gwillimburg (including Keswick, Sutton)	12,565	
County of Simcoe	**(Sub-Total)**	**50,869**
Town of Bradford	7,370	
City of Barrie	38,423	
Village of Cookstown	918	
Township of West Gwillimburg	4,158	
Regional Municipality of Peel	**(Sub-Total)**	**464,086**
City of Mississauga	315,056	
City of Brampton (includes Bramalea)	149,030	

The following municipalities, cities, etc, are included in the total area.		1981 Population (Stats. Can. Census)
Regional Municipality of Halton	**(Sub-Total)**	**253,883**
Town of Oakville	75,773	
City of Burlington	114,853	
Town of Milton	28,067	
Town of Halton Hills (with Georgetown)	35,190	
Regional Municipality of Hamilton-Wentworth	**(Sub-Total)**	**405,391**
Township of Flamborough	24,470	
Town of Dundas	19,586	
Town of Ancaster	14,428	
City of Hamilton	306,434	
Township of Glenbrook	10,179	
Town of Stony Creek (part)	30,294	
County of Wellington	**(Sub-Total)**	**75,518**
City of Guelph (not the township)	71,207	
Township of Eramosa	4,311	
TOTAL FOR SERVICE AREA (1981)		**1,742,000**
(1986)		**1,833,000**
Metro Toronto		**2,137,395**
Borough of Scarborough	443,353	
City of Toronto	599,217	
Borough of East York	101,974	
City of North York	559,521	
Borough of York	134,617	
Borough of Etobicoke	298,713	
TOTAL INCLUDING TORONTO (1981)		**3,879,000**
(1986)		**4,081,000**

BUS: Table #	Corridor	Major Stops	# of trips per day Weekday	# of trips per day Weekend	Towns/Cities Accessed
6514	Lakeshore West	Hamilton, Oakville, Toronto	24 (EB) 23 (WB)	15 (EB) 16 (WB)	Hamilton Dundas Burlington Oakville Mississauga Etobicoke City of Toronto
6516	Lakeshore West	Hamilton, Toronto	35 (EB) 36 (WB)	29 (EB) 31 (WB)	Hamilton Dundas City of Toronto
6527	Milton	Milton, Meadowvale, Yorkdale, York Mills	11 (EB) 11 (WB)	6 (EB) 6 (WB)	Milton Brampton Mississauga Etobicoke North York
6531	Northwest	Guelph, Georgetown, Brampton, Yorkdale, York Mills	15 (EB) 15 (EB)	9 (EB) 9 (WB)	Guelph Halton Hills Brampton
6534	Northwest	Brampton, Bramalea, Malton, Yorkdale, York Mills	35 (EB) 36 (WB)	32 (EB) 31 (WB)	Brampton Mississauga North York
6536	Northwest	Bramalea, Yorkdake, York Mills	14 (EB) 14 (WB)	- -	Brampton
6561	North Younge	Richmond Hill, Thornhill, Finch Subway	85 (SB)* 81 (NB)*	62 (SB) 62 (NB)	Richmond Hill Vaughan Markham
6562	North Younge	Newmarket, Aurora, Finch Subway	43 (SB) 48 (NB)	34 (SB) 34 (NB)	Newmarket Aurora Richmond Hill
6563	Bayview	Richmond Hill, Finch Subway	40 (SB) 40 (NB)	17 (SB) 17 (NB)	Richmond Hill Markham
6562X	North Younge	Newmarket, Aurora, Finch Subway	8 (SB) 9 (NB)	- -	Newmarket Aurora
6562Y	North Younge	Newmarket, Yorkdale Subway	3 (SB) 3 (NB)	- -	Newmarket Aurora Richmond Hill North York

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* - Extra rush hour services

N - No Local Passengers (i.e., no boarding at these stops on inbound bus)

TRAIN/BUS:

Table #	Corridor	Major Stops	# of trips per day Weekday	# of trips per day Weekend	Towns/Cities Accessed
6506	Richmond Hill	Newmarket, Richmond Hill (bus)	3 (SB) 3 (NB)	- -	Newmarket Aurora Richmond Hill
		Richmond Hill, City of Toronto (train)	3 (SB) 3 (NB)	- -	Richmond Hill Markham
6507	Stouffville	Stouffville (train)	1 (SB) 1 (NB)	- -	Stouffville Markham Scarborough

SUMMARY OF GO TRANSIT ROUTES

TRAIN/BUS:

Table #	Corridor	Major Stops	# of trips per day Weekday	# of trips per day Weekend	[illegible]
6501	Lakeshore	Hamilton, Oakville, (bus)	28 (EB) 26 (WB)	19 (EB) 19 (WB)	Hamilton Dundas Burlington Oakville
		Oakville, Toronto (train)	25 (EB) 26 (WB)	18 (EB) 19 (WB)	Oakville Mississaugua Etobicoke City of Toronto
		Toronto, Pickering (train)	26 (EB) 27 (WB)	19 (EB) 19 (WB)	City of Toronto East York Scarborough Pickering
		Pickering, Oshawa (bus)	29 (EB) 26 (WB)	19 (EB) 19 (WB)	Pickering Ajax Whitby Oshawa
6502	Milton	Milton, Toronto (train)	3 (EB) 3 (WB)	- -	Milton Brampton Mississauga Etobicoke City of Toronto
6503	Georgetown	Guelph, Georgetown (bus)	1 (EB) 1 (WB)	- -	Guelph Eramosa Halton Hills
		Georgetown, Toronto (train)	4 (EB) 4 (WB)	- -	Halton Hills Brampton Mississauga Etobicoke York City of Toronto
6505	Bradford	Barrie, Bradford (bus)	1 (SB) 1 (NB)	-	Barrie Bradford
		Bradford, Toronto (train)	1 (SB) 1 (NB)	- -	Bradford Newmarket Aurora King Vaughan

EB, WB, NB, SB: East, West, North, South-Bound

BUS:

Table #	Corridor	Major Stops	# of trips per day Weekday	# of trips per day Weekend	Towns/Cities Accessed
6568	North	Barrie, Bradford, Newmarket	6/11 (SB)[1] 6/9 (NB)	3 (SB) 3 (NB)	Barrie Bradford Newmarket
6569	North	Sutton, Keswick, Newmarket	6 (SB) 6 (NB)	4 (SB) 3 (NB)	East Gwillimburg Newmarket
6565	North	King-Maple	4 (SB) 5 (NB)	1 (SB) 1 (NB)	Newmarket Aurora Richmond Hill
6575	Northeast	Uxbridge, Stouffville, Markham, Toronto	2/4[2] (SB) 3 (NB)	- -	Uxbridge Whitechurch/ Stouffville Markham City of Toronto North York
6576	Northeast	Uxbidge, Stouffville, Markham, Scarborough	6 (SB) 6 (NB)	5 (SB) 5 (NB)	Uxbridge Whitechurch/ Stouffville Markham
6598	East	Bowmanville, Oshawa	18 (WB) 18 (EB)	15 (WB) 15 (EB)	Newcastle
6594	East	Oshawa, Pickering, York Mills, Yorkdale	38 (WB) 22/38[3] (EB)	31 (WB) 14/31 (WB)	Oshawa Whitby Ajax Pickering Scarborough
6595	East	Ajax, Pickering	5 (WB) 5 (EB)	- -	Ajax
6596	East	Oshawa, Whitby, Ajax, Toronto	3/4[4] (WB) 4 (EB)	- -	Oshawa Whitby Ajax Pickering North York City of Toronto

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1. Barrie/Bradford Trips.
2. Uxbridge/Markham
3. Yorkdale/Pickering
4. Oshawa/Ajax

N - No local passengers

FEBRUARY

GO TRANSIT CORPORATE RIDERSHIP STATISTICS
CORPORATE PLANNING

FISCAL YEAR COMMENCING APRIL 1 1986   ITEM 08-1
CURRENT MONTH FEBRUARY 1987

	AVERAGE WEEKDAY														TOTAL RIDERSHIP FISCAL YEAR TO DATE		
	APRIL	MAY	JUNE	JULY	AUGUST	SEPT	OCT	NOV	DEC	JAN	FEB	MARCH	SAME MONTH LAST YEAR	% CHANGE	THIS YEAR 11 MONTHS	LAST YEAR 11 MONTHS	% CHANGE
RAIL																	
BRADFORD	900	800	850	850	850	950	950	950	850	1000	1000		1000	0.0	210000	192000	9.4
STOUFFVILLE	1200	1200	1200	1050	1000	1200	1250	1300	1100	1300	1300		1300	0.0	272000	248000	9.7
RICHMOND HILL	2300	2400	2300	2300	2100	2300	2500	2500	2200	2400	2500		2400	4.2	543000	504000	7.7
GEORGETOWN	5900	5800	5500	5500	5000	5700	6300	6100	5700	6000	6300		6200	1.6	1344000	1300000	3.4
MILTON	5400	5300	5100	4800	4800	5400	5600	5500	4800	5600	5700		5600	1.8	1217000	1212000	0.4
LAKESHORE	41700	39800	42600	38800	51800	44100	42500	45500	42000	43900	43800		40600	7.9	11127000	10601000	4.9
RAIL TOTALS	57400	55300	57550	53300	65550	59650	59100	61850	56650	60200	60600	0	57100	6.1	14708000	14057000	4.6
BUS																	
OAKVILLE TRAIN MEET	2200	2200	2100	1900	2700	2400	2300	2200	2000	2000	2000		2300	-13.0	619000	632000	-2.1
HAMILTON-LAKESHORE	2200	2200	2000	1800	1900	2100	2200	2200	2000	2000	2100		2100	0.0	553000	571000	-3.2
HAMILTON-QEW	2700	2800	2800	2800	3000	3000	3000	2900	2800	2700	2900		2600	11.5	875000	826000	5.9
MEADOWVALE-MILTON	500	550	550	500	350	550	550	550	550	550	600		550	9.1	147000	149000	-1.3
BRAMPTON-GUELPH	900	900	850	850	900	950	950	950	900	900	900		900	0.0	246000	251000	-2.0
BRAMALEA-BRAMPTON	3500	3500	3500	3500	3900	3700	3700	3700	3600	3600	3600		3600	0.0	1007000	999000	0.8
					0												
NEWMARKET-BARRIE-SUTTON	1300	1300	1300	1100	1300	1300	1300	1400	1300	1300	1300		1300	0.0	325000	327000	-0.6
FINCH-NEWMARKET (TICKETED)	3800	3800	3700	3600	3600	3900	3900	4000	4000	3800	3900		3900	0.0	1046000	1032000	1.4
FINCH-RICHMOND HILL (FAREBOX)	6600	6200	6600	6400	6200	7100	7000	6800	7000	6900	7500		6500	15.4	1916000	1839000	4.2
FINCH-BAYVIEW (FAREBOX)	2100	1900	1800	1600	1500	2100	2200	2100	1900	2000	2000		2100	-4.8	483000	483000	0.0
MARKHAM-UXBRIDGE	450	450	450	450	400	450	450	400	400	400	400		450	-11.1	108000	103000	4.9
BOWMANVILLE	350	350	350	350	350	350	350	350	350	350	350		300	16.7	90000	90500	-0.6
OSHAWA-HIGHWAY 12	5100	5100	5000	4900	5000	5200	5200	5200	5200	5300	5500		5100	7.8	1359000	1301000	4.5
PICKERING TRAIN MEET	2800	2700	2700	2500	2800	2700	2900	2900	2900	2900	3000		2800	7.1	750000	757000	-0.9
BUS TOTALS	34500	33950	33700	32250	34100	35800	36000	35650	34900	34700	36050	0	34500	4.5	9524000	9360500	1.7
WONDERLAND CONTRACT SERVICE	0	0	2400	2800	3000	0	0	0	0	0	0	0	0	0.0	348000	348000	0.0
SYSTEM TOTALS#	91900	89250	93650	88350	102650	95450	95100	97500	91550	94900	96650	0	91600	5.5	24580000	23765500	3.4

FOOTNOTES
#SYSTEM TOTAL INCLUDES CONTRACT SERVICE

WORKING DAYS
FEB 87- 20 F/Y TO DATE- 240
FEB 86- 20 F/Y TO DATE- 240

APPENDIX E

SUMMARIES OF CURRENT POLICIES, PROGRAMS, SERVICES FOR DISABLED TRAVELLERS IN ONTARIO

APPENDIX E

SUMMARIES OF CURRENT TRANSPORTATION RELATED POLICIES, PROGRAMS, SERVICES FOR DISABLED PERSONS IN ONTARIO

E.1 Government of Ontario[1]
E.2 Government of Canada
E.3 Municipal Governments
E.4 Private and Institutional
E.5 Jurisdictions[2]

NOTE: **This is only an overview. Consult references for further detail and other policies, etc.**

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[1] Only programs which are relevant to this study are described. For others, see the Ontario Government document produced by the Office for Disabled Programs entitled "Inventory of Ontario Government Programs and Services For Disabled Persons".

[2] A list of those organizations with jurisdiction over the various modes of travel is shown in E.5. It is provided to indicate who might set policy if it is required. (The previous four sections address **existing, relevant** policies, etc.)

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E.5.7 Intercity Bus E-50
E.5.8 Taxi E-50
E.5.9 Marine E-50
E.5.10 Car/Van Pooling E-50
E.5.11 Non-Modal E-51

ITEM NO: E.1.1

PROGRAM NAME: Public Transportation Program for Physically Disabled Persons (Specialized Transit Service)

SECTOR: Urban, some rural

TARGET GROUP: Those unable to board public transit.

MODES AFFECTED: Specialized Transit Service

SPONSORING BODY: MTC, Municipal Transportation

OVERALL OBJECTIVE: To provide financial assistance to municipalities providing specialized public transportation services to physically disabled persons.

DESCRIPTION:

- for any Ontario municipality;
- administered by municipality, operated by municipality, or its designated agent;
- eligibility criteria: those unable to board public transit; in 1985: 50,500 registrants, including 40% in wheelchairs, 60% ambulatory.
- fares to user comparable to other public transit;
- provincial subsidy: 50% of capital costs; 25% of eligible operating costs (or 30%, if no capital subsidy); $2.85 per passenger trip;
- ridership increasing at a rate of approximately 18%/annum [9];
- typical 1985 total costs: $15.75/person trip [9];

COMMENTS:

- cross-boundary services into adjacent municipalities permitted, and subsidized, if the two jurisdictions have an agreement; and the combined service area forms a contiguous urban area (e.g. Kitchener-Waterloo, Ajax-Pickering, etc.)
- some systems have unmet demand (Toronto, Ottawa, Peel, Kitchener-Waterloo, London); others under utilized;
- eligibility interpreted and applied by the municipality, and is generally more loosely applied; (than strictly) those "unable to board".

E.1.1 (CONTINUED)

- Estimated proportions (from Table E.1)

Unable to board public transit	50%
Unable to use public transit	29%
Mentally Impaired	13%
Elderly	7%
Blind	1%

- system has expanded in size and market penetration, although rate of growth is slowing due to maturation of some systems; increasing unit costs, marginally decreasing productivity

Ontario specialized transit data for 1985:

No. of Registrants	50,500
No. of Municipalities:	52
Population Covered	6.48 M (71%)
Total Ridership:	1.58M
Revenue Passengers:	1,125[3]
Revenue Vehicle Km.:	10,330,000
Total Vehicle Hrs.:	0.74M
Operating Cost:	$20.75M
-Prov.Subsidy:	$10.29M
-Munic.Subsidy:	$8.36M
Total Prov.Subsidy (Capital & Operating):	$12.36M

No. of Vehicles:	
Total:	339
- small buses:	116
- vans:	160
- cars:	30
- school bus:	2
- Orion II:	31

* These percentages exclude those included in the "unable to board" group.

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[3] Prorated from 1984 values, based on ridership.

TABLE E.1: APPROXIMATION OF 1986 SPECIALIZED TRANSIT STATISTICS

	1984[1]		1985[1]		1986[2]		1987[1]	
No. Registrants	--		50,500		53,000		55,000	
No. Systems	50		52		55		58	
Popl'n Covered	--		71%		75%		--	
Total Trips/Year	1.40M		1.59M		1.8M		2M	
	Total	**MTC**	**Total**	**MTC**	**Total**	**MTC**	**Total**	**MTC**
Oper. Cost($M)	13.4	6.6	20.8	10.3	24.0	12.0	--	--
Cap. Cost($M)	--	2.9	--	2.1	4.4	2.2	--	--
Total Cost($M)	--	9.5	--	12.4	28.4	14.2	32	16
Total Cost/Trip	--		$15.75		$15.75		--	
Op.Cost/Trip	--		$13.10		$13.30		--	

(1) From MTC, CUTA.

(2) Interpolated from 1984, 1985 and 1987 data.

TABLE E.2: ESTIMATED PROPORTION OF VARIOUS GROUPS PRESENTLY ALLOWED ON SPECIALIZED TRANSIT, 1985

		A	B	C				
No. of Municipalities with "Relaxed" Eligibility	Group Allowed	Percentage of Total Ont. Popl'n Covered	Group Total for Ont. Non-Home-Bound) 1983	Percentage who have Trouble Boarding Public Trans.	Estimated Number Eligible (1983) A x B x C	Estimated Number Registered (1983)[5]	Estimated Number Registered (1985)	Percen of Total Registered
14	Mentally Retarded	9%	20,000	40%[1]	720	655	694	12.5%
17	Epilepsy /Alzheimer	12%	117,000[2]	40%[1]	5,620	5,109	5,416	
19	Blind	16%	14,000	25%	560	509	540	1.1%
9	Elderly	5%	300,000	25%	3,750	3,409	3,614	7.4%
Sub-Total[6]					10,650	9,700	10,300	21%
21	Overall Relaxed Criteria ("Unable to Use public transit")	19%	139,000	56%	14,800	13,500	14,300	29%
52	"Unable to Board public transit"	71%	57,000	63%	25,500	23,200	24,600	50%
52 TOTAL	All those Registered	71%	--	--	50,950	46,400	49,200[4]	100%

All information based on information from MTC Transit Office, unless otherwise specified.

NOTES:
1. Estimated, 46% have trouble using.
2. Brain diseased, often associated with aging, dementia; estimated number in Ontario 117,000, from [8].
3. Estimated; 21% of visually impaired have trouble boarding.
4. Total agrees favourably with the actual value of 50,500.
5. It is assumed that 10% of those eligible will not register; based on feedbafck from various operators.
6. It is assumed that those unable to board or use are covered in the rows below.

ITEM NO: E.1.2

PROGRAM NAME: Motor Vehicles Safety Inspection Program

SECTOR: All

TARGET GROUP*: Disabled travellers using commercial transportation; service providers.

MODES AFFECTED*: Commercial vehicles.

SPONSORING BODY: MTC, Operational Policy Office and Standards Office

OVERALL OBJECTIVE: To promote and enforce vehicle safety.

DESCRIPTION*:

- all buses and vans transporting physically handicapped passengers must undergo inspection regularly.

SOURCES: MTC; [26]

* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.3

PROGRAM NAME: Capital Subsidies For Features to Improve Accessibility of Conventional Transit

SECTOR: Urban, GO, Intercity

TARGET GROUP: Disabled users of public transit

MODES AFFECTED: Urban bus, subway sector, LRT

SPONSORING BODY: MTC

OVERALL OBJECTIVE: To assist municipalities and carriers in maintaining public transit services.

DESCRIPTION:

- available to municipalities with conventional public transit.
- program provides 75% subsidy for projects that improve accessibility of conventional public transit services for ambulatory disabled passengers (including visually and hearing impaired persons); Includes such items as handholds, tactile markers, signage, information services for sensory impaired persons etc.

SOURCE: MTC Transit Office

ITEM NO: E.1.4

PROGRAM NAME: Exempt Items for Disabled Persons (P.S.T.)

SECTORS: All

TARGET GROUP: Most disabled individuals

MODES AFFECTED: All modes

SPONSORING BODY: Ministry of Revenue

OVERALL OBJECTIVE: To keep expenditures related to physical disability, or serious illness as low as possible.

DESCRIPTION:

- exemption from provincial sales tax on purchases of equipment designed solely for the use of physically disabled persons (e.g. lifts, adaptive automotive equipment, etc.)
- Items of equipment that are claimed as tax exempt must be designed solely for the use of physically disabled persons and chronic invalids. Certain other medical items are non-taxable only under certain conditions.

SOURCE: [26]

ITEM NO:	E.1.5
PROGRAM NAME:	Vehicle Tax Rebates for Physically Disabled Persons
SECTORS:	All
TARGET GROUP:	Disabled drivers or passengers.
MODES AFFECTED:	Personal Vehicles
SPONSORING BODY:	Ministry of Revenue
OVERALL OBJECTIVE:	To encourage and assist the mobility of Ontario residents with a permanent physical disability.

DESCRIPTION:

- refund of Provincial Sales Tax (7%) on the purchase of new or used motor vehicle purchases; used to transport persons with physical handicaps;
- eligibility may include:
  i) permanently physically disabled, unable to use public transit;
  ii) family member upon whom disabled persons is dependant; or
  iii) non-profit organizations purchasing vehicles to transport disabled individuals.
- 4,500 claims per annum.

Those "physically handicapped" include:

- those permanently deprived of functional use of one or both arms or legs;
- those whose personal mobility is permanently restricted to the use of a wheelchair, crutches, braces or other mobility aids;
- blind; or
- those permanently and seriously restricted in mobility due to severe illness.

COMMENTS*:

- From the Human and Social Factors Office survey [10]:
- the average cost of a disabled person's car is $9,785, the average age is 6 years;
- only 15% of the respondents received financial aid in their purchases.

SOURCE: [26]

ITEM NO:	E.1.5
PROGRAM NAME:	Vehicle Tax Rebates for Physically Disabled Persons
SECTORS:	All
TARGET GROUP:	Disabled drivers or passengers.
MODES AFFECTED:	Personal Vehicles
SPONSORING BODY:	Ministry of Revenue
OVERALL OBJECTIVE:	To encourage and assist the mobility of Ontario residents with a permanent physical disability.

DESCRIPTION:

- refund of Provincial Sales Tax (7%) on the purchase of new or used motor vehicle purchases; used to transport persons with physical handicaps;
- eligibility may include:
  - i) permanently physically disabled, unable to use public transit;
  - ii) family member upon whom disabled persons is dependant; or
  - iii) non-profit organizations purchasing vehicles to transport disabled individuals.
- 4,500 claims per annum.

Those "physically handicapped" include:

- those permanently deprived of functional use of one or both arms or legs;
- those whose personal mobility is permanently restricted to the use of a wheelchair, crutches, braces or other mobility aids;
- blind; or
- those permanently and seriously restricted in mobility due to severe illness.

COMMENTS*:

- From the Human and Social Factors Office survey [10]:
- the average cost of a disabled person's car is $9,785, the average age is 6 years;
- only 15% of the respondents received financial aid in their purchases.

SOURCE: [26]

ITEM NO:	E.1.6
PROGRAM NAME:	Driver Licencing
SECTORS:	All
TARGET GROUP*:	Disabled drivers.
MODES AFFECTED*:	Personal Vehicles
SPONSORING BODY:	MTC
OVERALL OBJECTIVE:	To ensure that those who drive automobiles are capable of operating them in a safe manner.

DESCRIPTION*:

- no special guidelines for disabled drivers; they bring their own equipment and take the same test;
- awareness and training seminars for examiners have been conducted;
- Ontario Highway Traffic Act quotes many disabilities in a conditional manner (i.e. "if likely to interfere with safe driving"); interpretation is the responsibility of the Medical Review Office;
- Ontario Highway Traffic Act, re the elderly (65+):
  - may be subject to medical exam and test if suspected (by Medical Review Office) of being physically unfit to drive;
  - Medical Review Board;
  - if licence is classified, annual retest is required;
  - if 70+, and involved in more than one accident, are included in the "Repeater Program";
  - if 80+, annual retest is required.

COMMENTS*:

From the Human and Social Factors Office Survey [10]:

- 6,000 drivers who require special equipment of some sort (includes power steering, etc.); 1,477 require hand controls;
- average cost of insurance for hand control users is $579; (average for the general populace is $461).

SOURCE: Highway Traffic Act, MTC feedback, [10]:

* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.7

PROGRAM NAME: Disabled Symbol Plates (Parking)

SECTORS: All

TARGET GROUP: Disabled persons with access to an automobile.

MODES AFFECTED: Personal Vehicles

SPONSORING BODY: MTC, Operational Policy Office

OVERALL OBJECTIVE: To provide a means of identifying vehicles using designated parking spaces and/or other parking privileges.

DESCRIPTION:

- allows bearer to park in reserved areas, more convenient to doors, ramps, etc.;
- reserved areas designated by municipality, business or institution;
- available to individuals who sign a legal statement attesting to:
    - i) physically disability;
    - ii) regular transport of disabled person;
    - iii) restricted mobility due to medical reasons;
    - iv) requires a mobility aid; or
    - v) is temporarily disabled.
- initiated in 1983; 6,000 issued plates in 1983-84;
- no charge for service;
- change from the symbol on the plate to a portable permit is proposed.

COMMENTS*:

- See also E.3.1.

SOURCES: [10], [26]

ITEM NO: E.1.8

PROGRAM NAME: GO Transit

SECTORS: GO

TARGET GROUP*: GO Users

MODES AFFECTED*: GO Rail, Bus

SPONSORING BODY: MTC, GO Transit

OVERALL OBJECTIVE: To facilitate use of the GO system by disabled persons.

DESCRIPTION*:

- conditional carriage policy: wheelchair users can travel if with an attendant, attendant travels free;
- installation of handholds, tactile markers, signage, etc. is made over time; new vehicles designed with those minor equipment upgrades;
- operations defined in collaboration with CN, CP, VIA (CN/CP own the tracks).

COMMENTS*:

- system generally inaccessible to non-ambulatory disabled people;
- no specified budget or schedule for retrofits, minor or major equipment upgrades.
- GO has the following station and equipment inventories:
    - 40 rail stations;
    - 151 bilevel rail cars (plus 63 more coming on stream in the next 5 years);
    - 32 bus terminals; 150 bus "stops";
    - 76 transit-type buses; 109 interurban-type buses.
- (stations and terminals are not necessarily owned and controlled by GO)

SOURCES: Written Feedback from GO; [28],[29]

[*] **Discussion of these items is specific to the transportation disabled population.**

ITEM NO:	E.1.9
PROGRAM NAME:	Vocational Rehabilitation Services and Workshop for Disabled Persons
SECTORS:	Urban, rural
TARGET GROUP*:	Disabled persons capable of (but not presently) pursuing a regular, gainful occupation.
MODES AFFECTED*:	Non-Modal
SPONSORING BODY:	Ministry of Community and Social Services
OVERALL OBJECTIVE:	To assist disabled persons in becoming capable of pursuing regularly a substantially gainful occupation.

DESCRIPTION*:

- operating grants are paid to approved workshops providing assessment, vocational training and placement services for disabled persons capable of entering the competitive labour market; a portion is allocated to transportation.
- assistance with transportation expenses may be provided as governed by the Vocational Rehabilitation Act.
- estimated budget: $4M/annum.

SOURCE: [26]

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.10

PROGRAM NAME: Guaranteed Annual Income System for the Disabled (GAINS-D)

SECTORS: All

TARGET GROUP*: Persons in financial need as a result of disability.

MODES AFFECTED*: Non-modal

SPONSORING BODY: Ministry of Community and Social Services

OVERALL OBJECTIVE: To assist persons in financial need as a result of a major physical or mental impairment or blindness, and persons who are permanently unemployable for medical reasons.

To assist the families of disabled children cared for at home and clients taking vocational rehabilitation training.

DESCRIPTION*:

- The Gains-D program is governed by the Family Benefits Act and Regulation. It provides financial assistance and in-kind benefits, for amongst others: a monthly allowance of up to $551. for single persons without dependents to cover basic living expenses, which could include transportation.
- Eligibility:
  i) 18 years of age or older;
  ii) financially in need (determined through a needs test);
  iii) permanently unemployable or have a major physical or mental disability that both severely limits them in carrying out normal living activities and is likely to last for a long period of time.

SOURCE: [26]

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.11

PROGRAM NAME: Handicapped Children's Benefit

SECTORS: All

TARGET GROUP*: Severely disabled children or their families

MODES AFFECTED*: Non-modal

SPONSORING BODY: Ministry of Community and Social Services

OVERALL OBJECTIVE: To assist severely disabled children to live as normal a life as possible under parental care.

DESCRIPTION*:

- The program provides a monthly benefit to help meet some of the extraordinary costs associated with the caring of a disabled child at home.

- The amount of benefit may range from a minimum of $25. to a maximum of $275. per month, and will vary depending on the size of the family, gross family income, and the types of extraordinary costs faced by the family. (An example for the purpose of this review would be the transportation to visit doctors/hospitals on a routine and continuing basis by, taxi, bus, etc.)

- Eligibility:
  - the family must be financially eligible (determined through an income test);
  - the child must be less than 18 years old and have a severe disability;
  - extraordinary costs must be present which are a direct result of the childs disability.

- Budget:
  - in 1984-85, an estimated 3,000 families were served by the program with the average benefit being approximately $150. per month, or approximately $5.4M total.

SOURCE: [26]

* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.12

PROGRAM NAME: General Welfare Assistance

SECTORS: All

TARGET GROUP[*]: Persons in financial need.

MODES AFFECTED[*]: Non-Modal

SPONSORING BODY: Ministry of Community and Social Services

OVERALL OBJECTIVE: To provide short-term financial help for individuals suffering from temporary loss of income for various reasons including disability.

DESCRIPTION[*]:

- The program is governed by the General Welfare Assistance Act and Regulation and includes: an allowance for basic living expenses that could be utilized for transportation.
- Eligibility:
  - the applicant must be a "person in need"; a person who, by reason of, inability to obtain regular employment, lack of a principal family provider, disability or old age, has budgetary requirements that exceed available resources (assets and income) as determined under the General Welfare Assistance Act and Regulation;
  - a single employable person under 18 years of age is ineligible except in special circumstances.

SOURCE: [26]

[*] **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.13

PROGRAM NAME: Worker's Compensation Board Vocational Rehabilitation Program

SECTORS: All

TARGET GROUP*: Individuals injured while working

MODES AFFECTED*: Non-Modal

SPONSORING BODY: Ministry of Labour

OVERALL OBJECTIVE: To restore an injured worker's earning capacity by providing vocational rehabilitation services.

DESCRIPTION*:

- reimbursement for transportation expenses under certain circumstances;
- provision of vehicle or adaptive equipment to allow injured employees to get to work.

COMMENTS*:

- see notes from Human and Social Factors Office survey, Section E.1.5.

SOURCE: [26]

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO:	E.1.14
PROGRAM NAME:	Elementary, Secondary & Special Education Programs and Services
SECTORS:	All
TARGET GROUP*:	Exceptional school children
MODES AFFECTED*:	School buses, special transit
SPONSORING BODY:	Ministry of Education
OVERALL OBJECTIVE:	To ensure all exceptional pupils have access to education programs and services.

DESCRIPTION*:

Education Act:

- funds for transportation of exceptional elementary, secondary and special education students;
- up to 90% of both capital and operating costs.

SOURCE: [26]

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.1.15

PROGRAM NAME: Office Responsible for Disabled Persons

SECTORS: All

TARGET GROUP: All

MODES AFFECTED: Non-Modal

SPONSORING BODY: Ministry Responsible for Disabled Persons (Minister without Portfolio)

OVERALL OBJECTIVE: To promote awareness of government's programs and to encourage responsiveness of the policy process to the needs of disabled people.

DESCRIPTION:

- information source for general public on government policies, programs, services;
- reviews policies in government;
- coordinates interdepartmental reviews;
- promotes corporate, private and volunteer initiatives.

SOURCES: Discussion with Ontario Government, MTC

ITEM NO:	E.1.16
PROGRAM NAME:	Ontario Advisory Council on the Disabled Person's Ontario Advisory Council on Senior Citizens
SECTORS:	All
TARGET GROUP:	All
MODES AFFECTED:	Non-modal
SPONSORING BODY:	Minister Responsible for Disabled Persons (Minister without Portfolio)
OVERALL OBJECTIVE:	To review issues, programs, policies affecting physically handicapped persons and senior citizens to recommend action "where appropriate". To promote self-help opportunities.

DESCRIPTION:

- established in 1975; members from a variety of organizations and backgrounds.

- recently published report entitled: "The Freedom to Move is Life Itself, A Report on Transportation in Ontario, 1987." [30]

SOURCES: [10], [30].

ITEM NO: E.1.17

PROGRAM NAME: Ontario Human Rights Commission

SECTORS: All

TARGET GROUP*: All

MODES AFFECTED*: Non-modal

SPONSORING BODY: Ministry of Labour

OVERALL OBJECTIVE: To ensure equality of rights amongst the people of Ontario.

DESCRIPTION*:

- see Appendix J;
- commission hears complaints by those who feel discriminated against;
- changes under consideration calling for express consideration of "reasonable accommodation" of disabled people; but also limiting the accommodation if it creates "undue hardship"; ("undue hardship" to be further defined);

SOURCES: Discussions with CHRC, Ontario Government, MTC.

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO:	E.1.18
PROGRAM NAME:	Research and Development
SECTORS:	All
TARGET GROUP*:	(specific to individual project)
MODES AFFECTED*:	(specific to individual project)
SPONSORING BODY:	MTC, COMSOC and others
OVERALL OBJECTIVE:	To develop technical innovations to aid in transporting handicapped individuals.

DESCRIPTION*:

- various related projects completed, underway or planned; addressing such items as hybrid vehicles, driver safety and training, remote reservation programs, etc.
- vehicle interface unit for disabled drivers
- accessible taxi project with Transport Canada

SOURCE: MTC Feedback

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.2.1

PROGRAM NAME: Assistance for Acquisition of Vehicles

SECTORS: Rural, small urban

TARGET GROUP: Rural, small urban disabled travellers

MODES AFFECTED: Specialized Transit

SPONSORING BODY: Transport Canada

OVERALL OBJECTIVE: To provide financial assistance for the purchase of special vehicles in small urban and rural communities.

DESCRIPTION:

- provides up to 80% or $25K, which ever is least, towards the cost of purchase or retrofit of vehicles properly equipped for transportation of persons with disabilities in rural and small urban communities.

- budget: 1986/87: $500k
  1987/88: $500k
  1988/89: $500k
  1989/90: $400k
  1990/91: $325k

- applications reviewed each year; success based on perceived need and adherence to vehicle acquisition program terms and conditions.

COMMENTS:

- 60 applications in 86/87 fiscal year; 38% of these were approved; only 2 applicants from Ontario, 1 approved;

- 87/88 fiscal year anticipates an ever greater number of applications; 87/88 fiscal year will impose a $25K ceiling on each contribution.

- definition of small urban/rural: generally less than 10,000, but depends on need.

- application form developed for 87/88 fiscal year for all candidates in order to collect standard data for assessment.

SOURCE: [31], TC Feedback

ITEM NO: E.2.2

PROGRAM NAME: Tax Rebates

SECTORS: All

TARGET GROUP*: Disabled car owners, bus travellers

MODES AFFECTED*: Automobile, buses

SPONSORING BODY: Revenue Canada

OVERALL OBJECTIVE: To reduce the cost of automobile operations for disabled drivers and bus operations for disabled passengers.

DESCRIPTION*:

- refund of federal excise tax on gasoline, automobile adaptive equipment, buses, vans, and associated special equipment;
- eligibility: doctor's certification of permanent mobility impairment to an extent unable to use public transportation.

SOURCE: [31], TC Feedback

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* Discussion of these items is specific to the transportation disabled population.

ITEM NO: E.2.3

PROGRAM NAME: Assistance to Federally Regulated Bus Carriers

SECTORS: Intercity

TARGET GROUP: Mobility-impaired intercity travellers

MODES AFFECTED: Intercity bus

SPONSORING BODY: Transport Canada

OVERALL OBJECTIVE: To assist intercity bus operators to provide accessible bus service in regular schedules.

DESCRIPTION:

- subsidy to retrofit of one existing intercity bus per fleet to make it accessible;
- budget: $50K/year for five years.
- for interprovincial carriers only.

COMMENTS:

- As of April '87 no applications have been received. It is perceived that bus operators are reluctant to convert one bus with federal assistance on the assumption that they will then be expected to follow suit with more of their fleet. Also, they are unsure of the Accessbus technical Viability, and are unsure of costs, benefits and operational requirements.
- excludes GO, and other intra-provincial carriers.

SOURCE: Written correspondence with Transport Canada.

ITEM NO: E.2.4

PROGRAM NAME: Accessible Intercity Rail

SECTORS: Intercity

TARGET GROUP: Intercity travellers

MODES AFFECTED: Intercity rail

SPONSORING BODY: VIA Rail

OVERALL OBJECTIVE: To facilitate and improve rail travel for passengers with special needs.

DESCRIPTION:

- Policy: provide services to the public without exception, subject to space availability, safety and an acceptable degree of passenger autonomy (i.e. medical aid from VIA should not be required); and to improve services for passengers with special needs.
- free passage for attendants; with presentation of medical certificate or card from an association.
- guide dogs, wheelchairs, personal aids all allowed;
- all trains to have (by 1992) at least one car with accessible washrooms, and sleeping accommodation, wheelchair tiedowns; and a wheelchair with reducer (to narrow it).
- staff training programs have been carried out;
- Reservia: system has been installed for telephone communications for hearing/speech impaired (TDD's).
- By 1992 at least 90% of VIA passengers to have accessible service available (at 162 accessible stations).

COMMENTS:

- boarding/deboarding still done in relatively ad-hoc fashion: some terminals use hydraulic lifts, others employ manual lifting;
- "By the end of 1988, 40 additional station-based passenger lifts will be put into service, increasing the total to 62. This will provide disabled persons with access to trains for most corridor stations. VIA will also acquire 198 on-board lifts by 1992, making most conventional equipment accessible."
- Some parallel routings with GO Transit.

SOURCE: VIA Rail; [32], [33]

ITEM NO: E.2.5

PROGRAM NAME: Ferry Improvements - (Interprovincial only)

SECTORS: Intercity (Atlantic Canada)

TARGET GROUP: Ferry travellers (Atlantic Canada)

MODES AFFECTED: Marine

SPONSORING BODY: Marine Atlantic Inc.

OVERALL OBJECTIVE: To make travel on Marine Atlantic ferries more accessible.

DESCRIPTION:

- plans to add: telephone devices for the hard of hearing, ramps, etc. in the terminals;
- accessible design for new vessels: elevators, toilets, cabins, etc.; to be installed in future.
- upgrade accessibility in existing Ferries where feasible.

COMMENTS:

- following Treasury Board approval of Marine Atlantic Inc.'s 1987/88 capital budget, Transport Canada entered into an agreement to subsidize Marine Atlantic Inc.'s capital program. The contract contains funds specifically identified to improve accessibility standards. Ontario and municipal governments control intraprovincial ferris:
  - MTC
  - ONTC
  - Wolfe Is.
  - Pelee Is.
  - etc.

SOURCE: TC Feedback, [31]

ITEM NO: E.2.6

PROGRAM NAME: Terminal Upgrades, Accessibility

SECTORS: Intercity

TARGET GROUP: Intercity travellers

MODES AFFECTED: Intercity bus, rail, air, marine

SPONSORING BODY: Transport Canada, Carriers

OVERALL OBJECTIVE: To make major (Transport Canada owned) terminals as accessible as is reasonable for disabled travellers.

DESCRIPTION:

- provision of accessible designs and special equipment in major terminals;
- requirement of rental car operators at airports to provide hand controls;
- special boarding procedures and lifts for airlines;
- demonstration of intercity bus station-based lift (E.2.10).

COMMENTS:

- Ontario has parallel but informal programs for terminal upgrades, research.
- Major airports are T.C. owned/operated. Operators and other jurisdictions control other terminals.

SOURCE: [31], [33], TC Feedback

ITEM NO: E.2.7

PROGRAM NAME: Transportation of Disabled Persons Implementation Committee

SECTORS: Intercity

TARGET GROUP: All disabled travellers

MODES AFFECTED: Modes under Federal jurisdiction

SPONSORING BODY: Transport Canada

OVERALL OBJECTIVE: The Transportation of Disabled Persons Implementation Committee has a mandate to recommend a plan for implementing activities, assessing new technology and promoting public education.

DESCRIPTION:

- reports to Minister; comprising representatives of organizations of/for persons with disabilities; government, industry; and other agencies.
- creates task forces to study particular problems,
- federal approach to transportation for the disabled is generally based on a response to the "Obstacles" report [13].
- initial funding: $100k, plus $50k per year for the next 5 years.

SOURCE: Written feedback from Transport Canada.

ITEM NO: E.2.8

PROGRAM NAME: Canadian Council of Motor Transport Administrators; Federal/Provincial/Territorial Committee

SECTORS: All

TARGET GROUP*: All disabled travellers

MODES AFFECTED*: Non-Modal

SPONSORING BODY: Transport Canada and others

SPECIFIC OBJECTIVE: To address multi-jurisdictional problems such as parking, paratransit reciprocity and paratransit access to airports.

DESCRIPTION*:

- includes Committees on Drivers and Vehicles, Road Safety, Motor Carriers;
- develops national standards in transportation services, facilities;
- investigating hybrid vehicle classification, uniformity in medical standards for driver licencing (medical subcommittee).
- $45k subsidy from Transport Canada.

Federal/Provincial/Territorial Committee:

- one member from each jurisdiction (federal, provinces, territories);
- separate organization from CCMTA.

SOURCES: TC Feedback

ITEM NO:	E.2.9
PROGRAM NAME:	Charter of Rights and Freedoms, Human Rights Act
SECTORS:	All
TARGET GROUP*:	All disabled persons
MODES AFFECTED*:	All modes
SPONSORING BODY:	Canadian Human Rights Commission/Supreme Court
OVERALL OBJECTIVE:	To ensure equality of rights amongst the people of Canada

DESCRIPTION*:

- An organization can take a proactive approach; making submissions of future (adaptation) plans to the HRC.

- Court deals with litigation.

COMMENTS*:

- whereas charter applies to all of Canada, the Canadian Human Rights Act applies at the Federal level only. Each province has its own Act or equivalent.

- the CHRA has its own regulations and CHR guidelines.

SOURCE: Written feedback from Transport Canada; "Adaptation Planning" publication from CHRC; Discussions with CHRC; the Canadian Charter of Rights and Freedoms.

* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.2.10

PROGRAM NAME: Research, Development and Demonstration

SECTORS: All

TARGET GROUP*: Most disabled travellers

MODES AFFECTED*: All modes

SPONSORING BODY: Transport Canada

OVERALL OBJECTIVE: To aid in the development of accessible vehicles (buses, automobiles, transfer vehicles) and services for elderly and disabled travellers.

DESCRIPTION*:

Transport Canada has sponsored many R&D and demonstration projects. Those particularly relevant to this project are described below:

- development of hydraulic lift for MCI intercity buses, and demonstration in Newfoundland's Terra Transport service (Roadcruiser); subsequent development of Accessobus by MCI - cross Canada demonstrations under way;
- communication aids: assessment of various technologies for terminals & vehicles; signage studies; station stop announcements, etc;
- prototype multi-purpose accessible rural vehicle has been fabricated and validated (combined paratransit van, ambulance, school bus); Manitoba supportive; Transport Canada funding: $250k over 3 years;
- brokerage demonstration projects in Vancouver, Edmonton;
- testing and evaluation of station based lifts for intercity buses (looking at concepts only at this time);
- proposed: accessible taxi demonstration: with M.T.C. commercial urban service, for those not eligible for paratransit, or who prefer its flexibility; TC funding: $500k over 5 years.

SOURCES: [33], [31], Feedback from TC

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* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.2.11

PROGRAM NAME: Assistance to Prevost Car

SECTORS: Intercity

TARGET GROUP: Mobility-impaired intercity travellers

MODES AFFECTED: Intercity bus

SPONSORING BODY: Transport Canada

OVERALL OBJECTIVE: To assist an intercity bus manufacturer in developing accessible bus service.

DESCRIPTION*:

- budget: $50K
- financial assistance was made available to Prevost to transfer MCI-based lift technology to Prevost buses, or to develop new concepts for Prevost equipment; ($100k over 2 years);
- (see also information on Accessobus demonstration - E.2.10)
- in 86/87 fiscal year, Prevost Car received a $50k contribution towards the cost of developing a production wheelchair lift for the Prevost Mirage XL.

SOURCE: TC Written Feedback

ITEM NO: E.3.1

PROGRAM NAME: Parking Privileges in Municipalities

SECTORS: All

TARGET GROUP: Disabled drivers, passengers

MODES AFFECTED: Personal vehicles

SPONSORING BODY: Municipalities

OVERALL OBJECTIVE: To provide parking privileges for disabled persons.

DESCRIPTION:

- municipalities must recognize provincial plate symbol; and can issue their own permits or markers;
- through Ministry of Municipal Affairs and MTC municipalities are encouraged to: issue permits concerning special parking and traffic privileges to the disabled, personal vehicle users, and to implement parking programs through the distribution of the model parking By-Law.
- municipalities encourage lot owners to set aside special parking spaces;
- (see also E.1.7);
- pedestrian aids such as curb cuts, signal lights, etc. are also a municipal jurisdiction, subsidized by MTC; installation is made on a relatively ad-hoc basis.

SOURCE: Various MTC correspondence, feedback.

ITEM NO:	E.3.2
PROGRAM NAME:	Taxi Regulation
SECTORS:	All
TARGET GROUP:	Most disabled travellers
MODES AFFECTED:	Taxi
SPONSORING BODY:	Municipalities
OVERALL OBJECTIVE:	To provide safe and equitable taxi service to the community.

DESCRIPTION:

- all reasonable requests accepted;
- guide dogs accepted by law;
- no fare reductions for disabled passengers.

COMMENTS:

- actual practice is somewhat dependent on individual drivers and companies (There has been some user dissatisfaction due to lack of consideration from drivers.)

SOURCE: Discussions with carriers.

ITEM NO: E.3.3

PROGRAM NAME: Public Transit Fare Reductions

SECTORS: Urban

TARGET GROUP: Blind travellers, ambulatory disabled seniors

MODES AFFECTED: Urban bus, subway

SPONSORING BODY: Municipalities, Consumer Groups

OVERALL OBJECTIVE: To reduce the financial burden of transportation for disabled consumers.

DESCRIPTION:

- legally blind travellers are permitted free passage on most public transit; special ID cards are issued in conjunction with the CNIB.
- the eligibility of seniors depends upon the individual municipality.

SOURCE: CNIB, Carriers, Users

ITEM NO:	E.3.4
PROGRAM NAME:	Equipment Upgrades in Public Transit
SECTORS:	Urban
TARGET GROUP*:	Users of urban transit
MODES AFFECTED*:	Urban bus, subway
SPONSORING BODY:	Municipalities/MTC
OVERALL OBJECTIVE:	To improve the comfort level for elderly and disabled persons using public transit.

DESCRIPTION*:

- installation of hand holds, special seating, tactile markers, special signage, etc. is carried out on a relatively ad-hoc basis - by retrofit and/or the design of new vehicles;
- such retrofits are subsidized 25% by municipalities, 75% by MTC; (see E.1.13).
- TTC studied the cost of retrofitting elevators at stations, and rejected the idea several years ago.

COMMENTS*:

- same as A.1.3

SOURCES: MTC Transit Office Feedback

* **Discussion of these items is specific to the transportation disabled population.**

ITEM NO: E.4.1

PROGRAM NAME: Driver Training/Instruction

SECTORS: Urban

TARGET GROUP*: Disabled persons with the potential to drive

MODES AFFECTED*: Personal vehicles

SPONSORING BODY: Various Driving Schools and Health Care Institutions (see list attached)

OVERALL OBJECTIVE: To assist disabled persons in learning/continuing to drive

DESCRIPTION*:

- training and instruction provided by "private" institutions, usually associated with hospital rehabilitation units or driving schools; see list attached;
- many have adaptive equipment in their cars;
- Canada Safety Council offers refresher/re-education programs (55-Alive); operates across Canada, for the elderly; totally voluntary;
- some subsidies through private funds, organizations such as Easter Seals, and Ontario Ministry of Health;

COMMENTS*:

- no special standards or criteria have been established for disabled drivers, or training/educating instructors;
- Toronto service very overloaded; no services in some areas; coverage of 50% of the population, largely urban (see the attached list);
- from the Human and Social Factors Office survey [10]: 60% of drivers using adaptive equipment did not require training, or had no opinion about it.
- 55 Alive program not well-attended.

SOURCE: [11], [10], Feedback from MTC, Advisory Council

* **Discussion of these items is specific to the transportation disabled population.**

ORGANIZATIONS WITH EDUCATIONAL, ASSESSMENT AND TRAINING SERVICES FOR DISABLED DRIVERS

1981 Popl'n Covered (000's)	City/School (Note that this is a partial list, as of 1986.)
542	**Hamilton**
	- Chedoke Hospital, Occupational Therapy Unit
	- Hamilton Auto Club
115	**Kingston**
	- Reliable Driving School
	- Kingston General Hospital, O.T. Unit; Assessment Program (including driving simulator)
284	**London**
	- Driver Education Program, Thames Secondary School
	- University Hospital, O.T. Unit
154	**Oshawa**
	- Adult Learning Centre
718	**Ottawa**
	- Riteway Driving School Inc.
	- Royal Ottawa Regional Rehabilitation Centre
304	**St. Catherines**
	- Advance Driver Training, Atlas Business Systems
80	**Sault Ste. Marie**
	- City Driving School
150	**Sudbury**
	- Laurentian Hospital, Occupational Therapy Department
	- Cambrian College of Applied Arts and Technology (Driver Education Programme)
121	**Thunder Bay**
	- George Jeffery Children's Treatment Centre
	- Lakehead Board of Education, Driver Education
2,999	**Toronto**
	- Driver Education Program, Hugh MacMillan Medical Center
305	**Waterloo & Kitchener**
	- Canada Driving School
246	**Windsor**
	- CAA Auto Club
6,018	Subtotal
1,204	minus 20% outlying areas
4,814	TOTAL POPULATION COVERED
50%	Percentage of TOTAL POPL'N

ITEM NO: E.4.2

PROGRAM NAME: Automotive Adaptive Equipment

SECTORS: All

TARGET GROUP: Disabled drivers

MODES AFFECTED: Personal Vehicles

SPONSORING BODY: Various Private Distributors and Health Care Institutions

OVERALL OBJECTIVE: To provide adaptive equipment to allow disabled persons to drive.

DESCRIPTION:

- various aids are available on the retail market, although no design standards exist in Canada; (see [11] for a comprehensive guide to equipment selection and installation);
- many drivers require individualized or custom designs/installations;
- there are few experienced installers of hand controls;
- purchase and installation are expensive ($250-$500 for purchase), some organizations give subsidies such as: COMSOC tax rebates, workman's compensation, etc.;
- Transport Canada has initiated steps to make hand controls available in rental cars at airports;
- MTC may be initiating R&D projects.

COMMENTS:

- standards for operation of adaptive aids are desirable (for safety reasons), but difficult to develop or enforce due to individual needs.

SOURCE: [11], MTC, TC

E.4.2 (CONTINUED)

From the Human and Social Factors Office Survey [10]:

Of 670 respondents, the following were some of the requirements for special equipment:

-	structural conversions:	55	(ave. cost: $7,000; range: $300-$25,000)
-	hand controls:	608	(ave. cost: $985; range: $5-$20,000)
-	assorted equipment:	26	(ave. cost: $105; range: $15-$500)
-	vision aids:	344	
-	safety aids:	234	(e.g. wheelchair restraints)
-	steering aids:	205	
-	control lever aids:	200	
-	entry/exit aids:	166	

From the CHDS [34]:

Ontario disabled driver populations:

-	have access to a personal vehicle:	637,000
-	have access and drive themselves:	369,000
-	special features installed:	20,700
-	special features "required":	6,100

ITEM NO:	E.4.3
PROGRAM NAME:	Accessible Intercity Bus Travel
SECTORS:	Intercity
TARGET GROUP:	Intercity travellers
MODES AFFECTED:	Intercity bus
SPONSORING BODY:	CMCA, Carriers
OVERALL OBJECTIVE:	To facilitate bus travel by disabled persons

DESCRIPTION*:

- free passage for attendants ("two-for-one")
- manual lifting by operators in some cases, on some routes;
- Accessobus demonstrations with various carriers across the country (1986/87); (see E.2.10);
- adaptation plans under discussion with CHRC.

COMMENTS:

- jurisdiction over carriers operating in more than one province is federal responsibility, but handed to provinces in 1954 (in Ontario, the OHTB); due to related problems in trucking, jurisdiction may be taken back by federal government; (legislation under consideration in 1986/87 session of Parliament).

SOURCE: Discussions with CMCA, carriers

ITEM NO:	E.4.4
PROGRAM NAME:	Accessible Airline Travel
SECTORS:	Intercity
TARGET GROUP:	Disabled air travellers
MODES AFFECTED:	Air
SPONSORING BODY:	ATAC/IATA/Carriers
OVERALL OBJECTIVE:	To facilitate air travel by disabled persons

DESCRIPTION:

- half price fares for attendants;
- advance boarding privileges and special assistance available;
- use of exterior, cargo lifts, food service vehicles and forklift vehicles in some cases;
- cabin design is the jurisdiction of individual carriers; although generic studies of accessibility, special wheelchairs, special seating are underway.

COMMENTS:

- accessibility standards are being prepared

SOURCE: ATAC, TC

ITEM NO: E.4.5

PROGRAM NAME: Institutional, Volunteer and User Group Services

SECTORS: Rural, urban, GO

TARGET GROUP: All disabled persons

MODES AFFECTED: Automotive, Specialized Transit, plus others

SPONSORING BODY: Consumer groups, Institutions, Aid organizations

OVERALL OBJECTIVE: To use volunteers or staff to help with disabled persons' transportation difficulties

DESCRIPTION:

- Canadian Paraplegic Association and other consumer groups; vocational rehabilitation counsellors or equivalent help in arranging transportation for clients;
- Private homes, institutions offer special transit and volunteer services;
- Easter Seals, March of Dimes, War Amps, etc.: similar to above;

SOURCE: [35], many others

ITEM NO:	E.4.6
PROGRAM NAME:	Secretariat - Transit for the Disabled
SECTORS:	Urban
TARGET GROUP:	All disabled drivers
MODES AFFECTED:	Specialized Transit, urban transit
SPONSORING BODY:	Canadian Urban Transit Association
OVERALL OBJECTIVE:	To review issues facing urban disabled travellers; To assist operators in addressing task;

DESCRIPTION:

- coordinates such activities as information dissemination, regional seminars, technical data exchange, research, legislation monitoring, policy analysis;
- financially supported by Transport Canada ($50k/yr).

SOURCE: [36]

E.5 JURISDICTIONS

E.5.1 Private Vehicle

New car safety standards : federal/TC
Used car safety standards : province/MTC
Licencing : province/MTC
Training : province/Health, Education, COMSOC, WCB (partial)
Adaptive equipment standards : (no one)[4]
Adaptive equipment subsidies : some organizations
Car rentals : federal/TC at airports
Car/van pools : (no one)[5]
Sales tax rebates : province/revenue
Hybrid vehicle classifications : province/Revenue

E.5.2 Pedestrian

Safety, standards : FCM
Signage, curb cuts, etc. : municipality
Traffic flow : municipality

E.5.3 Specialized Transit

Subsidy : province/MTC + municipality
Overall policy : province/MTC
Administration : municipality
Operation : municipality
Institutions : province/COMSOC + private organizations
Education : province/Education
Training : province/MTC & municipality

E.5.4 Conventional Public Transit

Subsidy : province/MTC + municipality
Bus design : municipality
Bus operation, standards : municipality + FCM
Subway : TTC

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[4] in the U.S.A., the Veteran's Administration does certify some equipment

[5] MTC provides a "cheerleading" role (related to energy conservation)

E.5.5 Rail

Most intercity : federal/VIA Rail
Toronto interregional : provincial/GO Transit[6]
Interregional : provincial/ONTC/Northern Development & Mines
Fares, operating features : federal/CTC
Major terminals (design + operation) : federal/TC

E.5.6 Air

Ontario Regional carriers : province/ONTC/Northern Development & Mines
Canadian carrier organization : ATAC
International carrier organization : IATA
Major terminal (design + operation; including ground services) : federal/TC
Policies, procedures, safety : federal/TC

E.5.7 Intercity Bus

Regulation : federal/CCMTA + provincial/OHTB
Carrier organization : CMCA

E.5.8 Taxis

Regulation, licencing : municipality[7]
Operation : private companies or individuals

E.5.9 Marine (Intraprovincial)

Subsidy : provincial
Operation, safety : federal/TC + Ontario Northland Ferries + other private operations

E.5.10 Car/Van pooling

Licencing, Insurance, Operation : private
Information, set-up : MTC

---

[6] This is a federal jurisdiction, but province assumes financial responsibility.

[7] except at airports, where Transport Canada regulates

E.5.11 Non-Modal User-Side

General Welfare	: province/COMSOC
Workman's Compensation	: province/WCB
Human Rights	: federal/CHRC + provincial/OHRC
Vocational Services	: province/COMSOC
GAINS-D	: province/COMSOC
Children's Benefit	: province/COMSOC

APPENDIX F

EVALUATION OF CURRENT POLICIES & PROGRAMS

APPENDIX F

EVALUATION OF CURRENT POLICIES AND PROGRAMS

F1 METHODOLOGY

Tables F1 through F4 list various existing policies and programs relevant to each of the four service sectors. Each policy has been evaluated subjectively (on a scale of 0 to 4) by the consultant, based on the perceived usefulness of the policy to the various target groups. Zero indicates no use to the particular group; a score of four shows that the policy is very useful to the group.

The scores have been added cross-wise to indicate which policies seem to be most useful (to all groups). The scores have also been added vertically (the "Grand Totals") to show which target groups benefit most from existing policies.

F2 RESULTS: POLICIES AND PROGRAMS

The policies or programs which seem to be of most use to the most disabled travellers include:

Intercity Sector:

- driver training
- gasoline tax rebates
- free passage for attendants (bus and rail)

Urban Sector

- gasoline tax rebates
- driver training
- volunteer assistance
- minor modifications to local buses

Rural Sector:

- gasoline tax rebate
- volunteer assistance
- acquisition of special vehicles

GO Transit Area:

- minor modifications to rail and bus equipment

Several interesting points can be made:

- Minor modifications to vehicles, especially urban and GO vehicles are useful.
- Gasoline tax rebates are useful.
- Driver training is useful for those who have it available (urban dwellers).
- Volunteer assistance plays a strong part in transportation for the disabled.

F3 RESULTS: TARGET GROUPS

The groups which seem to receive the least benefit from the various policies and programs are listed below:

Intercity:	homebound, mentally impaired;
Urban:	homebound, mentally impaired, hearing impaired;
Rural:	hearing impaired, homebound, mentally impaired, elderly, visually impaired;
GO:	homebound, mentally impaired, Group A.

In summary, the homebound and mentally impaired do not receive any significant benefit from existing transportation policies and programs. The hearing impaired, elderly, visually impaired and Group A also do not benefit as much as the other groups.

(Note that the lack of benefit from these policies does not necessary indicate a gap or deficiency. The need for transportation must also be accounted for. See the text.)

TABLE F1: Intercity

APPENDIX E REFERENCE	POLICY/SERVICE	GROUP A	GROUP B & C	GROUP D	HOMEBOUND	MENTALLY IMPAIRED	ELDERLY	VISUALLY IMPAIRED	HEARING IMPAIRED	TOTAL
	DRIVER ASSISTANCE									
E.4.1	Driver Training	3	3	2	-	-	2	-	-	10
E.2.4	PST Exemption	1	1	1	-	-	1	1	1	6
E.2.2	Gasoline Tax Rebate	2	2	2	-	-	2	2	2	12
E.2.6	Hand Controls for Rental Cars	0.5	0.5	0.5	0.5	-	-	-	-	2
	TOTAL:	6.5	6.5	5.5	0.5	0	5	3	3	
	INTERCITY BUS.									
--	Manual Lifting	2	1	-	-	-	0.5	-	-	3.5
E.2.3	Retrofit or Purchase Intercity Bus	2	1	1	-	-	1	-	-	3
E.2.6	Terminal Upgrades	1	1	1	-	-	1	1	1	6
E.4.3	Free Passage for Attendant	2	2	2	-	2	1	1	-	10
	TOTAL:	5	5	4	0	2	3.5	2	1	
	INTERCITY RAIL									
E.2.6	Terminal Upgrades	1	1	1	-	-	1	1	1	6
E.2.4	Free Passage for Attendant	2	2	2	-	2	1	1	-	10
--	Guide Dogs	-	-	-	-	-	-	2	-	2
--	Hearing Impaired Aids	-	-	-	-	-	-	-	2	2
	TOTAL:	3	3	3	0	2	2	4	3	
	INTERCITY AIR									
E.2.6	Boarding Assistance	1	1	1	-	-	1	1	1	6
E.2.6	Terminal Upgrades	1	1	1	-	-	1	1	1	6
E.4.4	Half Price for Attendant	1	1	-	-	1	-	-	-	3
	TOTAL:	3	3	2	0	1	2	2	2	
	FERRIES									
E.2.5	Retrofit Aids	0.5	0.5	0.5	-	-	0.5	0.5	0.5	3
	TOTAL:	0.5	0.5	0.5	0	0	0.5	0.5	0.5	
	Standards/Reciprocity									
E.2.8	CCMTA Committee	0.5	0.5	0.5	-	-	-	0.5	0.5	2.5
	TOTAL:	0.5	0.5	0.5	0	0	0	0.5	0.5	
	GRAND TOTAL:	18.5	18.5	15.5	0.5	5	13	12	10	

TABLE F2: Urban

APPENDIX E REFERENCE	POLICY/SERVICE	GROUP A	GROUP B & C	GROUP D	HOMEBOUND	MENTALLY IMPAIRED	ELDERLY	VISUALLY IMPAIRED	HEARING IMPAIRED	TOTAL
	DRIVER ASSISTANCE									
E.4.2	Hand Controls	1	1	1	-	-	-	-	-	3
E.2.2	Gasoline Tax Rebate	2	2	2	-	-	2	2	2	12
E.1.4	P.S.T. Exemption	1	1	1	-	-	1	1	1	6
E.1.7	Parking Stickers	1	1	1	-	-	1	-	-	4
E.3.1	Parking/Curb Cuts	1	1	1	-	-	1	-	-	4
E.4.1	Driver Training	3	3	2	-	-	2	-	-	10
	TOTAL:	9	9	8	0	0	7	3	3	
	AUTO PASSENGER									
E.1.5	P.S.T. Exemption	2	2	2	-	-	-	-	-	6
E.4.5	Volunteer Assistance	2	2	-	2	2	2	1	-	11
	TOTAL:	4	4	2	2	2	2	1	0	
	LOCAL BUS									
E.1.3	Minor Mods to Local Buses	-	2	3	-	-	3	2	2	12
E.3.3	Free Transit for Blind	-	-	-	-	-	-	2	-	2
	TOTAL:	0	2	3	0	0	3	4	2	
	SUBWAY									
E.3.3	Free Transit for Blind	-	-	-	-	-	-	2	-	2
	TOTAL:	0	0	0	0	0	0	2	0	
	SPECIAL TRANSIT									
E.1.1	ParaTransit Service	4	3	-	-	-	1	-	-	8
	TOTAL:	4	3	0	0	0	1	0	0	
--	EXISTING TAXI	0.5	0.5	-	0.5	0.5	0.5	-	-	2.5
	TOTAL:	0.5	0.5	0	0.5	0.5	0.5	0	0	2.5
	WALKING									
E.1.4	P.S.T. Exemption	1	1	1	-	-	1	1	1	6
E.3.1	Parking/Curb Cuts	1	1	1	-	-	1	-	-	4
	TOTAL:	2	2	2	0	0	2	1	1	
	GRAND TOTAL:	19.5	20.5	15	2.5	2.5	15.5	11	6	

TABLE F3: Rural/Small Urban (<5000 population)

APPENDIX E REFERENCE	POLICY/SERVICE	GROUP A	GROUP B & C	GROUP D	HOMEBOUND	MENTALLY IMPAIRED	ELDERLY	VISUALLY IMPAIRED	HEARING IMPAIRED	TOTAL
	DRIVER ASSISTANCE									
E.1.4	P.S.T. Exemption	1	1	1	-	-	1	1	1	6
E.1.7	Parking Stickers	1	1	1	-	-	1	-	-	4
E.2.2	Gasoline Tax Rebate	2	2	2	-	-	2	2	2	12
E.4.1	Training	-	-	-	-	-	-	-	-	0
E.4.2	Hand Controls	1	1	1	-	-	-	-	-	3
	TOTAL:	5	5	5	0	0	4	3	3	
	AUTO PASSENGER									
E.1.5	P.S.T. Exemption (Autos)	2	2	2	-	-	-	-	-	6
E.4.5	Volunteer Assistance	4	4	1	4	4	4	4	1	26
	TOTAL:	6	6	3	4	4	4	4	1	
	LOCAL BUS									
E.2.10	Accessible Rural Vehicle	0.5	0.5	0.5	-	-	0.5	0.5	-	2.5
	TOTAL:	0.5	0.5	0.5	0	0	0.5	0.5	0	
	SPECIAL TRANSIT									
E.2.1	Acquisition of Vehicles	4	2	1	-	2	2	-	-	11
	TOTAL:	4	2	1	0	2	2	0	0	
--	EXISTING TAXI	0.5	0.5	-	0.5	0.5	0.5	-	-	2.5
	TOTAL:	0.5	0.5	0	0.5	0.5	0.5	0	0	
	GRAND TOTAL:	16	14	9.5	4.5	6.5	11	7.5	4	

TABLE F4: Go Transit Area

APPENDIX E REFERENCE	POLICY/SERVICE	GROUP A	GROUP B & C	GROUP D	HOMEBOUND	MENTALLY IMPAIRED	ELDERLY	VISUALLY IMPAIRED	HEARING IMPAIRED	TOTAL
	GO BUS									
E.1.8	Free Travel for Attendant	1	1	1	-	-	1	-	-	4
--	Minor Mods to Equip.	-	2	3	-	-	3	2	2	12
	TOTAL:	1	3	4	0	0	4	2	2	
	GO BUS									
E.1.8	Free Travel for Attendant	-	-	1	-		1	1	-	3
--	Minor Mods to Equip.	-	2	3	-	-	3	2	2	12
	TOTAL:	0	2	4	0	0	4	3	2	
	GRAND TOTAL:	1	5	8	0	0	8	5	4	

APPENDIX G

RELEVANT EXPERIENCE IN OTHER JURISDICTIONS

APPENDIX G RELEVANT EXPERIENCE IN OTHER JURISDICTIONS

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Item No: G.1

Program Title: Multi-Purpose Vehicle In Rural Manitoba, Demonstration Project, joint with Transport Canada

Sector: Rural

Target Group: Rural dwellers unable to board public transit

Modes Affected: Ambulance, specialized transit.

Objective: A solution to the need for transportation of the rural disabled.

Description: This program is funded by the Manitoba Department of Municipal Affairs and Environment, and is managed by the Department of Highways and Transportation. It involves the support of municipal initiatives to acquire and operate special services in rural areas. The province outlines minimal requirements for vehicles, eligibility, and service levels. Start-up/capital grants (50%), operating grants (37.5%) and technical assistance are provided by the province.

In many cases, the multi purpose vehicle provides transportation services for the disabled and elderly, as well as providing support for local ambulance services. As ambulance calls come round-the-clock, and transportation for disabled persons is normally in day or evening hours, conflicts in service are relatively few. In some cases rural ambulance services make lengthy journeys to the nearest major centre, which leaves the rural centre without ambulance service. In these locations, if there is no backup ambulance service, an additional dual purpose vehicle would be quite functional.

(Note that 30% of Manitoba residents are in rural areas. In 1985, 22 municipalities had taken up this service.)

Assessment: The experience suggests that there are no technical problems in designing a vehicle that is an ambulance as well as a vehicle for disabled transportation. Multi-purpose vehicle programs would be feasible in rural Ontario communities where there are few emergency ambulance calls per year.

In establishing criteria for Ontario communities where such service would be feasible, there are two categories: those who now have ambulance service but no special transportation service, and those who have neither ambulance nor special transportation service. The use of one dual purpose vehicle in communities having 50 or less ambulance calls per year would be an acceptable risk. Ontario communities which require more service may consider introduction of a dual purpose vehicle as a second vehicle, providing backup for the primary ambulance and a handivan service. The greatest potential for this service are those small and remote areas (especially in Northern Ontario) which cannot support either ambulance or handivan service.

References: [37], [38], [39]

Item No: G.2

Program Title: Calgary's User-side Subsidy for Taxis

Sector: Urban

Target Groups:

- those unable to use public transportation (2%, or 14,300 individuals);
- those who use p.t. with difficulty (3,200 persons);
- (there are a minimum of 17,500 mobility disabled persons living in Calgary).

Modes Affected: Taxi, special transit

Objective: To increase the level of special transportation service for the disabled.

Description: Since the early 1970's, Calgary has utilized two modes of transportation for the disabled: a door-to-door handivan service, which accommodates the non-ambulatory handicapped (wheelchairs, etc.); and a user-side subsidy taxi service for the ambulatory. The handivan service operates in much the same way as Ontario's paratransit services operate. Eight taxi companies are under contract to the handivan organization. They operate on a commercial basis, but collect reduced fares from disabled users.

The maximum monthly taxi subsidy is $45, but this may be increased to $70, depending upon municipal budgets. Subsidies are prorated, based on income.

The user-side subsidy scheme is based on the voucher/chit concept; i.e. the driver collects a nominal fare of $1.50 from the user and records the amount to be subsidized (plus the user's particulars). The taxi companies absorb 10% of the cost, in exchange for "the privilege" of providing the service. (There has been an oversupply of cabs in Calgary for the last few years.)

The typical number of monthly taxi trips taken by the elderly is 5; those under 65 take an average of 8.5 trips/month. Handivan users typically travel 10 times/month. The highest number of requests are demand responsive (as compared with subscription and charter service). A one hour response time is achieved.

Taxi-based transportation appears to have the greatest applicability to the ambulatory segment of the disabled market, typically comprised of persons with relatively minor mobility limitations, the frail and the elderly. The use of commercial taxi carriers to accommodate these persons allows handivan operators to direct their service to wheelchair users, who have greater need for specialized vehicles.

The cost to subsidize a taxi trip using a user-side subsidy program is substantially less than the average per trip cost of dedicated, fixed capacity systems like handivan service. The 1985 operating costs were typically $6.75-$8.50/trip for taxis and $14/trip for the handivans.

A recent survey showed that the taxi companies and 83% of users were supportive of the taxi scheme. 68% of the handivan users were also supportive of the service.

The program has been extremely successful, with 30,000 trips provided per month. It has been so successful that the city is investigating means to reduce the increasing cost of subsidizing the service.

Assessment: The Calgary experience suggests that taxi-based user-side subsidy programs have a potentially valuable role to play in urban and small urban centres of Ontario, either as a complement to the dedicated paratransit service or as a separate freestanding program.

A user-side subsidy taxi service could help service rejected specialized transit bookings (45,300 Wheel-Trans rejections in 1984), and thus help meet the current demand for specialized services in large urban centres like Toronto.

The high cost of specialized taxi and handivan operations relative to regular mass transit suggests that attention should be paid to carefully defining program eligibility in order that financial resources be directed to persons most likely to need special transportation services.

Two of the inherent advantages of the concept of a user-side subsidy program are its flexibility and cost efficiency, factors which allow it to be applied to urban centres with widely differing population characteristics and financial resources.

Further investigation is required as to whether capital equipment upgrades by taxi operators could be subsidized or made tax exempt for those companies offering special services.

References: [40], Personal conversations

Item No: G.3

Program Title: Integrated Taxi Service in Quebec City

Sector: Urban

Target Groups: Blind, mentally impaired and those using manual wheelchairs. (Motorized wheelchairs are accommodated by specialized mini buses.)

Modes Affected: Taxi and specialized vans

Objective: To increase the level of service, and reduce the costs of special services to the disabled.

Description: 75% of the cost of providing this taxi service is subsidized by the Quebec Ministry of Transportation. The participating municipalities share the remaining 25% with the user's fare contributing 5% to the cost of providing this service. In 1981, Transport adapted du Quebec Metro Inc. (T.A.Q.M) was using 11 adapted mini-vans and the cost per trip was $18. In 1985 there were 7 mini-buses and approximately 200 taxicabs are involved in public transportation in the greater Quebec City area. In addition the average cost per trip was lowered to $12.82. In 1985, two-thirds of the users of Quebec City transportation services for the disabled were transported by taxi and the remaining one-third used the modified vehicles The average distance covered by a single user was 6.3 km., and the average number of passengers per ride was 1.7.

Assessment: Public transportation by taxi for disabled persons would be a viable alternative for urban (and small urban) Ontario. In Quebec City it has been proven itself effective and less costly when compared to conventional adapted vehicles. In Ontario, the increased use of taxis would relieve some of the burden that currently exists among specialized transit operators like Wheeltrans, resulting in an increase in the level of service (i.e. decreased reservation notice, and travel time). Using taxis as a means of integration also provides a new source of income to the taxicab industry. Furthermore, this option presents potential to increase trip resources without having to buy additional adapted vehicles.

There are certain criticisms expressed by the user. For instance, premature wearing or occasional damage to wheelchairs, cold or wet wheelchairs depending on the weather,and the physical effort to transfer oneself from the wheelchair to the car is substantial.

References: [41], Personal conversations

Item No: G.4

Program Title: Volunteer Wheels, Sonoma County, California

Sectors: Rural, small urban, urban

Target Group: Transportation handicapped (70% seniors, 25% disabled, and 5% mobility impaired in some way)

Modes Affected: Vans and private auto.

Objective: The initial intent of the community Volunteer Centre was to demonstrate that a primarily volunteer program could meet the need for specialized transportation and do so less expensively than if paid drivers, schedulers and dispatchers were used.

Description: The volunteer service in Sonoma County has been in operation for 10 years. Volunteer Wheels provides 35,000 demand-responsive advance reservations trips a year to over 2,000 different clients county wide. 35% of the users are seniors, 25% are disabled and 5% are mobility disadvantaged. Users pay a small fare for each trip unless it presents economic hardship.

Three paid van drivers transport wheelchair users, who need special care, and the remaining number of trips (2/3) are provided by volunteers who use their own car. The scheduling and dispatching of rides is done almost solely by volunteers. Drivers are given a mileage reimbursement; but volunteers do not receive salaries or fringe benefits. Paid administrative staff supervise operations.

Assessment: The success of this program could be attributed to the size of the community served. In Ontario, "rural" communities are significantly smaller.

If volunteerism is to be promoted in Ontario there are two necessary ingredients. First of all, the community must have a sense of civic pride and community participation. This is most often experienced in smaller communities with a rich historical background. Secondly there must be a financial source to support the program. For communities in Ontario these costs would probably be shared between the municipal and provincial governments.

Many urban specialized transportation services are unable to meet the demand for their services and could benefit from the assistance of volunteers to pick up the overload. Rural transportation services are generally more costly, as vehicles must travel longer distances between client pick-ups. If a community has an existing specialized transportation system, a volunteer network will have to be closely coordinated with it. If no services exist, the community would be free to develop a volunteer system based on local needs, cost and service priorities. Furthermore designers of a volunteer program should be aware of liability considerations and expect to provide insurance for volunteer drivers. Finally communities opting for a volunteer program will have to develop procedures for the recruitment, selection, training and motivation of volunteers.

References: [42]

Item No: G.5

Program Title: Danville, Illinois: User-Side Subsidy for Taxi (Phase I) and for Fixed Route Bus Service (Phase II)

Sectors: Urban, rural

Target Groups: Elderly and handicapped residents

Modes Affected: Taxi, fixed-route bus

Objective: Implement a user side subsidy program to fixed route transit for the general population. Disabled persons would ride for 1/2 price.

Description: In Phase I, the user-side subsidy concept was applied to taxi services for the elderly and handicapped. Elderly and handicapped riders could purchase tickets for 1/2 the regular price. For each ticket turned in the service provider were paid an amount, negotiated for each contract period, equal to the full-fare plus a subsidy.

Phase I proved to be very successful: the arrangement was shown to be workable and cost-effective. The project (RTR - reduced taxi rates; lasted two and one half years, serving approximately 8,000 trips per month over the first year and only 6,500 trips over the remaining months due to a reduction in the discount (which doubled the cost of taxi rides for RTR registrants).

Bus service was introduced under Phase II of the demonstration grant.(Phases I and II operated simultaneously for seven months.) Phase II was designed to be the first application of a user-side subsidy to fixed-route transit for the general population. It attracted many of the more active users of the RTR taxi discount service, most of whom continued to use taxi for some trips.

Even when the discount was totally eliminated, many of the elderly and handicapped continued to use the taxi rather than switch to the bus. Of the trips no longer made on taxis, it appeared that only a few switched to the bus, the majority being made either with friends or not at all.

Assessment: Throughout the demonstration, ridership and productivity levels on Phase II remained well below expectations. In large urban centres in Ontario, this type of user-side subsidy system would be extremely difficult to administer. In towns of 50,000 or less which currently do not have a public transportation service there may be potential for this type of user-side subsidy. However, if a transportation system is already in place it may prove to be too difficult or to costly too change the existing infrastructure.

Reference: [43], [44]

Item no: G.6

Program Title: Vancouver's Accessible Taxi (Checker Cabs)

Sectors: Urban, rural

Target Group: Wheelchair users

Modes Affected: Taxi

Objective: Integration of disabled travellers through the use of accessible taxis.

Description: Accessible taxis, with raised roof, ramp and widened side door were initiated in 1984 by Vancouver Taxi, in order to provide service to wheelchair users and other disabled travellers. The company won a bid to the city, who issued special licenses for the service. The cost of converting the Checker cab is approximately $11,000 per cab. The company converted 30 of their 43 cabs.

As a result, approximately 15 to 20% of the company's business is generated by disabled users. An additional 10% of the business comes from passengers with unusual cargo, such as furniture, plants, etc.

Assessment: The potential to accommodate transportation disabled mobility needs through involvement of the private sector taxi system depends to a great extent on the willingness and ability of taxi operators to maximize existing vehicle, driver, dispatching, administrative and managerial resources.

In Ontario communities where there is under utilization of existing taxi resources, there is excellent potential for such a type of taxi service, using accessible cabs.

Reference: [36]

Item no: G.7

Program Title: Vancouver Advanced Light Rapid Transit System

Sectors: Urban, commuter

Target Groups: All urban disabled, especially commuters

Modes Affected: Subway, commuter train

Objective: To create a barrier free transit system serving a broad definition of the travelling disadvantaged.

Description: Skytrain was designed to be barrier free from the outset. It also incorporates accessibility concerns in operations, education, safety and emergency procedures. The rapid transit technology is Canadian and developed by UTDC.

During the design phase it was foreseen that there were design conflicts between features that benefitted one user group but were hazardous for others. For example, ramps can be hazardous for the visually impaired but a benefit for wheelchair users. As the visually impaired do not have the option of driving their own vehicles or using demand responsive transit, it was decided that design conflicts concerning these two user groups would be resolved in favour of the visually impaired.

All stations are equipped with specially designed stairs and most stations have escalators. All stations are equipped with elevators with the exception of Granville Station. There are no turnstiles or ticket collectors; however spot checks are made.

Significant use was made of tactile flooring and warning edge strips, although some initial problems with the material are still being resolved. Likewise, some acoustical problems in the stations are under study. Large, high contrast signs are used throughout.

The skytrain vehicles are not self levelling. The typical height difference between the platform and the vehicle is 25mm or less, and the typical gap width is 50mm. Although skytrain has one of the narrowest gaps in the industry it may still restrict use of wheelchairs with small wheels.

On board, wheelchairs are oriented at right angles to the direction of travel, and functioning brakes must be applied while the train is in motion. Tie-downs were not deemed necessary or practical.

Assessment: Vancouver's Skytrain is one of the most accessible rapid transit systems in the world. This was made possible by clarifying an explicit policy early in the conceptualization of the system.

The major features, which should be considered in any new subway (TTC) or commuter rail (GO) project, include:

- integration with special transit services;
- extensive safety and education programs for staff and the public;
- elevators at all stations;
- small tolerances on the train/platform gap width and height;
- consistent and state-of-the-art communication devices, equipment and furniture;
- extensive use of tactile material on edges, stairs, handrails, etc.

References: [36], [45], Publicity material

Item No: G.8

Program Title: U.K. Motability Program

Sectors: All

Target Group: Disabled drivers who are unable to drive but could with the assistance of a driving aid.

Modes Affected: Auto

Objective: To encourage those disabled persons who can drive with the assistance of driving aids to realize their capabilities, and to allow freedom of choice.

Description: Motability started in 1978 and the first scheme it introduced was leasing. Under this scheme, recipients agreed to pay their allowance to Motability for a specified period (three or four years depending on the car manufacturer) and in return they received a car. If the value of the allowance was insufficient to meet the cost of the lease, the recipient had to provide a "cash down payment". The lease covered servicing but excluded insurance, gasoline, etc.

During the last eight years the costs of the scheme have varied depending on interest rates, the rate of motability allowance and the cost of vehicles. Since 1978, Motability has supplied over 60,000 vehicles to disabled persons.

Although the basic motability scheme fulfills the needs of a considerable majority of motability allowance recipients, there are still a significant number of people who require additional assistance. Often this is because their disability is such that larger vehicles (with high down payments) are needed, together with extensive adaptations. Therefore, in addition to the facilities outlined above, a charitable fund has been set up for these people.

Assessment: This type of motability allowance scheme has some very practical applications for Ontario, as 75% of those who have specially adapted cars received no subsidy for the conversion of their vehicles. This scheme would reduce the financial burden of driving, the preferred transit mode for most travellers.

A motability allowance scheme would be very applicable to rural areas where neither public transportation nor paratransit services are available, and disabled persons rely on others for their transportation.

Over the past few years, the advent of micro-electronic technology has provided the means whereby more sophisticated conversions could be produced at lower cost. This further attests to the potential of the automobile as an option for disabled travellers.

References: [46], [47], [14], Promotional material

Item No: G.9

Program Title: Huron County Volunteer Drivers (Mobility Club)

Sectors: Rural

Target Group: Disabled drivers who are unable to drive but could with the assistance of a driving aid.

Modes Affected: Volunteer services

Objective: To encourage volunteer services in transporting rural disabled persons.

Description: Initiated in 1978 as a demonstration, this program was modelled after other such initiatives in New York state and elsewhere. The concept is based on providing low cost, community-sponsored transportation for the rural transportation disadvantaged, usually via volunteer drivers.

The demonstration attempted to coordinate several existing services, and to resolve such common issues as: insurance, licensing, defining users, recruiting volunteers, centralizing dispatching, etc.

The project did not result in the creation of a permanent mobility club. Attempts to create a central agency or dispatcher were not successful within the 17 month time frame of the demonstration. Nevertheless, the project did contribute to increased awareness of special transportation needs and issues in the county. Note that the experience here, especially with regard to dispatch systems is not applicable to (larger) urban areas.

Assessment: The volunteer driver/mobility club concept is most effectively developed on a local basis, related to a specified activity or group. Volunteer recruitment, schedules, operational details, etc. cannot be imposed by external agents. The development time frame can be lengthy, as takeup of the service is often based on the development of a personal rapport between participating individuals (especially drivers and riders).

References: [48], [49]

Item no: G.10

Program Title: North American Accessible Public Transit Systems

Sectors: Urban, commuter (GO)

Target Groups: All urban disabled, especially commuters

Modes Affected: Subway, urban bus, commuter train

Objective: To create a barrier free transit system serving a broad definition of the mobility disabled.

Descriptions:

Edmonton LRT:

- ramps and/or elevators at all stations;
- 4 wheelchair tie-downs per vehicle;
- usage by wheelchair passengers estimated at less than one per day.

Washington Rapid (Rail) Transit:

- considered fully accessible;
- 92 elevators in 44 stations;
- overall ridership: 330,000 trips/day; 1.8 trips/person;
- ridership, severely disabled: 60-70 trips/day; (significantly lower than original estimates of 5,000 additional trips/day);
- number of wheelchair travellers: 0.038%.
- estimated costs: $227 U.S./trip.

Washington Urban Bus:

- on-call service for wheelchair users: 24 hour advanced reservation, lift-equipped bus inserted into schedule for designated pickup time and location;
- 15% of buses are lift-equipped;
- system working well; ridership is increasing;
- found to be cost effective;
- decreased ridership in inclement weather.
- used in conjunction with specialized transit service.

Atlanta Subway:

- considered fully accessible;
- verbal estimate of 0.4% "disabled users".

San Francisco/Oakland (BART):

- considered fully accessible;
- 58 elevators in 34 stations;
- ridership: 100,000 persons/day;
- number of disabled users: 1%;
- 200 trips/day by wheelchair users;
- state screening classification used.

Victoria, B.C. Urban Bus:

- six month demonstration of lift-equipped fixed-route bus service; terminated due to high capital and maintenance costs, low usage.

Seattle Urban Bus:

- committed to full accessibility; converting its entire fleet (over time) to lift-equipped buses;
- in 1983: 11% of buses lift-equipped, 70 wheelchair passengers/day; 0.33 lift boardings/day (by far the highest rate in the U.S.);
- estimated cost: $8.30 U.S./trip.

Los Angeles (Urban Bus):

- 176 bus routes fully or partially accessible, and expanding;
- active marketing of the system through brochures, telephone information systems, demonstrations, etc.

Witchita, Kansas (Urban Bus)

- full accessibility being phased out due to lift failures and high maintenance costs; replaced by specialized service.

Assessment: In virtually all cases, the respective urban transit authorities report that the costs for full accessibility are high relative to the ridership, which is generally very low.

Baltimore and Miami recently opened rail transit systems which are not fully accessible. They considered full accessibility in the planning stages, but rejected it in favour of special door-to-door service.

References: [50], [14], Personal contacts, Appendix G.12

Item no: G.11

Program Title: Stockholm Subway

Sectors: Urban

Target Groups: All urban disabled, especially commuters

Modes Affected: Subway

Objective: To create a barrier free transit system serving a broad definition of the travelling disadvantaged.

Description: 62 of Stockholm's 94 subway stations have been retrofitted with various equipment to make them fully accessible. Of particular note are the inclined elevators, which run parallel to the escalators. They are enclosed in a see-through wire mesh, and can carry two wheelchairs plus two standing passengers.

Assessment: Technically, the subway system works well. However, due to the lack of data with respect to usage or costs, an overall assessment is not possible.

References: 36], [50]

Item no: G.12

Program Title: U.S. Rehabilitation Act, Section 504

Sectors: Urban

Target Groups: All urban disabled travellers

Modes Affected: All urban transit

Objective: To ensure that all recipients of federal funds for urban mass transit establish services for handicapped travellers.

Description: Recent rulings (effective June, 1986) allow for transit operators to provide special services, accessible public services or some combination of both. The following service criteria must be met:

- those physically unable to use public transit must be eligible for special service;
- service must be provided within 24 hours of a request;
- restrictions or priorities based on trip purpose are prohibited;
- fares must be comparable to those charged for the general public;
- hours of service must be comparable to those available to the general public;
- the area served must be comparable to that served for the general public.

Transit authorities must submit a plan to the Urban Mass Transit Authority (UMTA). "Phase-in" periods of up to six years (to full service level) are allowed for.

A limit is allowed in the total costs of the program(s), set at 3% of the transit authority's operating expenses (averaged over the last three years). The six operating criteria above can be modified to bring costs within the 3% limit, but only after consultation.

Assessment: Although this policy represents a "stick" approach, using public transit subsidies as a lever, it seems reasonable in its service criteria. The onus is on the service provider to find its optimum solution, and significant emphasis is placed on the consultative process, involving governments, users and the general public.

Potential drawbacks are: (i) that the operators may not benefit from others' experience or from economies of scale, due to the individualized approach to implementation, and (ii) that operators may put all (3%) of their financial resources into one service area, to the exclusion of some disabled travellers.

This kind of an approach could be taken by the Ontario Government; it is within its mandate. Suggested implementation strategies could be developed by MTC for use by municipalities and/or operators as they deem appropriate.

References: [51], [52], [14]

Item No: G.13

Program Title: U.K. Hybrid Vehicle/Tricycle

Sectors: Urban

Target Group: Disabled drivers, mobility impaired

Modes Affected: Auto, pedestrian

Objective: To encourage those disabled persons who can drive with the assistance of driving aids to realize their capabilities, and to allow freedom of choice.

Description: This vehicle was developed in the 1940's, modelled after the Red Cross motorized bath-chairs of World War I. By 1970, it had evolved from a low-powered, three-wheeled trike to sophisticated vehicle with top speeds similar to a small car and an automatic transmission.

There were several major difficulties with this vehicle: it had a poor safety record, it could transport only the driver, and it was conspicuous, labeling the driver as disabled. For these reasons the program was discontinued, and the Motability program initiated in its place. (See G.8.)

Assessment: Several factors indicate that hybrid urban vehicles are not a viable option:

- the British experience above;
- the results of a recent MTC study reaching the same conclusions with respect to safety;
- the infrastructure required to accommodate such vehicles in a developed urban environment (i.e. traffic regulations, special pathways, etc.); and
- the feasible alternatives such as auto purchase subsidies.

References: [47], [50]

Item no: G.14

Program Title: Hamilton Taxi Service

Sectors: Urban, small urban

Target Groups:

- unable to use public transit;
- unable to drive;
- mobility impaired;
- blind;
- mentally impaired;
- elderly.

Modes Affected: Taxi, Paratransit

Objective: To provide a low cost, high level of service system for those who are unable to drive or use public transit.

Description: DARTS (Disabled and Aged Regional Trans.) in Hamilton initiated a program in 1984 in which a local taxi company is contracted to provide service to ambulatory disabled persons. Those unable to use public transit are eligible, subject to approval by DARTS.

Users pay a flat fare of $0.95, and the taxi company is reimbursed a flat fare of $4.25 from DARTS (using municipal and provincial subsidies). The taxi company is encouraged to operate with a normal profit margin. This average trip cost of $5.20 is about one third of the cost of the Hamilton paratransit service. Ridership is approximately 110,000 trips per year.

The taxi and paratransit services are coordinated by DARTS' computer system, which issues trip requirements one day in advance. The taxi company is responsible for its own scheduling and dispatch. DARTS receives an "audit list" of trips completed, cancelled, etc. at the end of each day.

Award of contract to the taxi company is based on more than just price; quality of service and safety are important factors. (DARTS solicits written feedback from user groups on a regular basis to check.)

Assessment: The success of this system is due to a strong committment on the part of the administrating agency (DARTS) to ensure a high level and quality of service, while allowing the contractor to make a normal profit. DARTS takes an active involvement in the service, treating the taxi company almost as an internal department. Operator orientation sessions, lateness penalties, daily accounting and user feedback all contribute to the program's success.

Taxi services cannot meet all of the transit needs of the disabled. However, they do provide a low cost, high level of service. Failure of integrated taxi initiatives can be attributed in most cases to lack of committment and active involvement on the part of the administrating agency.

References: Personal conversations (B.Pinto, DARTS)

Item no: G.15

Program Title: Canadian Paratransit Brokerage Systems

Sectors: Urban

Target Groups:
- o unable to use public transit;
- o mobility impaired;

Modes Affected: Specialized Transit, Taxi

Objective: To improve the efficiency of specialized transit and other special transit services, through automated, centralized scheduling and dispatching.

Description: Computerized scheduling is presently used for the specialized transit systems in Toronto, Montreal, Sherbrooke, Quebec City, Ottawa, Hamilton, Edmonton, Kamloops, Vancouver, and Victoria. Some of these systems are in the demonstration phase.

Mainframe or microcomputers are used (depending on the transit system size and complexity). The computer matches supply and demand, replacing log books, index files, client information and scheduling boards. It prints out run sheets for drivers, statistical reports and mailing labels. Generally, the hardware is inexpensive.

B.C. Transit has developed a software package, called DART (Dial-a-Ride Transit) Manager for Victoria, which has also been taken up by Kamloops. This software is now available to all Canadian paratransit services and their funding agencies, free of charge. (Funded by Transport Canda with cooperation of other provinces, including Ontario.)

The experience in all reported cases has been very positive:

Victoria:
- an additional 11,000 trips per year produced, with increased productivity and no net cost increases.

Montreal:
- reduction in telephone dwell time;
- 10-30% increase in vehicle productivity;
- reduced gap between scheduled and effective pickup time;
- driver satisfaction with computer-generated run sheets;
- some difficulties at the outset with customizing the software, altering procedures and retraining staff.
- (automated dispatching planned for the future).

Toronto:

- reduced telephone dwell time;
- improved data production;
- similar problems as Montreal;
- (automated dispatching planned for the future).

Edmonton:

- reduction in net costs and costs per trip;
- increase in ridership.

Assessment: All indications show the brokerage concept to be a viable one, increasing vehicle productivity and service levels, while reducing net costs. The concept is most appealing to centres providing multiple special transit services. It would be almost imperative to use this concept in an inter-regional paratransit system which utilized multiple vehicle/modal types.

Initiation of brokerage within existing transit services will be troublesome at first, requiring modification of procedures, retraining of staff and time for development and fine-tuning.

References: [53], [54], [55]

Item No: G.16

Program Title: Accessible Intercity Bus: Newfoundland's TerraTransport

Sectors: Intercity

Target Group: Those who cannot board public transit

Description: In 1979, following a review of services, work was begun to improve service in Newfoundland, which is served only by intercity bus in rural areas. This involved the development and implementation of a wheelchair accessible coach for regular service.

In 1983, Transport Canada provided feeding for the acquisition of a wheelchair accessible bus to be operated by the CN Roadcruiser operation in regular intercity service for a period of three years as a demonstration project. TES Limited, an Ottawa based engineering firm was contracted to design, fabricate, install and test a wheelchair access device for a Motor Coach Industries MC-9 intercity bus. The bus was delivered to Roadcruiser in St. John's in December 1984.

Following a familiarization and training period the bus entered scheduled service in February 1, 1985.

The bus is used on a mixed service of short and long haul (St. John's - Grand Falls - Port aux Basques). The bus operates five days a week and accumulates approximately 90,000 miles annually. The lift is cycled twice weekly (as part of routine services) whether it is used or not. Passengers are required to fill in a ridership questionnaire on the use of the lift and general acceptance and comfort..

During the first year and a half of operation, reaction to the project has been favourable. Travel by passenger in wheelchairs has averaged five persons per month. There appears to be no difference in ridership by disabled persons who are not in wheelchairs. The lift has not yet been used for boarding disabled persons other than those in wheelchairs.

Assessment: The accessible intercity bus has provided mobility disadvantaged travellers in Newfoundland with a transportation service which is economical, safe and convenient.

Feedback from the users in relation to comfort, ease of use, and rider loyalty has been very favourable. Recent statistics show that 64% of riders, are repeat users of the service. Boarding and deboarding in remote areas has not been raised by passengers as a problem to date. Most passengers travel between main centres such as St. John's, Gander, Grand Falls and Port aux Basques.

Riders felt the system was safe and they felt secure riding on it. Once on board some passengers would transfer to regular seats while others rode in their wheelchairs. One drawback of the present layout, is that when two users are on board, one passenger must sit facing rearward. A few passengers said they felt uncomfortable riding in this position.

A reservation system is provided for passengers requiring the service and to date, approximately 72% of the riders reserve in advance.

The lift has functioned properly with no major problems since it began service so only routine inspections have been performed during regular bus maintenance.

Following the experience with the TerraTransport accessible bus, Transport Canada funded the development of an improved lift to be installed on an MC1 model 102A3 motor coach. A major improvement with the new lift is that when the lift is not in operation the seats can be used so that there is zero passenger loss, when the lift is in use the seats slide out of the way to allow for the loading of two wheelchair passengers. This bus is currently on demonstration across Canada. The present cost of the lift is approximately $50,000 but the price would be about $25 - 35,000 if built into the bust at time of manufacture. To date MC1 has sold lift equipped buses to three metro country transit commissions in the United States.

References: [56], [57], [58]

APPENDIX H

EVALUATION OF LONG LIST OF OPTIONS

APPENDIX H

EVALUATION OF LONG LIST OF OPTIONS

A long list of (all feasible) policy opportunities has been developed in the parallel with other activities in this work. Each of the possible opportunities has been evaluated in the framework shown in Table H-1. (Explanations of the evaluation criteria are given in Table H-2.)

The ratings are based on subjective input of the consultants' team. This strategic approach compliments the analytic approach, and is employed to ensure that all aspects of all possible options have been considered.

Notes with regard to Table H-1:

- "Policy Opportunities" include all possible options, generated by the project team, from experience, brainstorming, etc.
- An explanation of the evaluation criteria is given in Table H-2
- Each opportunity is rated on each criteria, by a score from 0 to 8, based subjectively on the project team experience.
- The "Total Score" is calculated by adding the weighted scores of each of the criteria. "Total Market Served" and "Total Costs" are weighted by a factor of 2 (times as high). "Market Need Serviced" and "Unit Costs" are weighted by a factor of 3. These weights are, again, subjective, based on the project team's assessment of their importance.
- The normalized score is an attempt to group the scores and illustrate the most promising options. The number of quadrants filled in the circle is determined as follows:

Total Score	Number of Quadrants	Figure (Normalized Score)
0 - 45	0	○
46 - 60	1	◔
61 - 75	2	◑
76 - 90	3	◕
91 - 120	4	●

TABLE H-1.1: Long List Options Evaluation (Province-Wide)

	WEIGHTING	(2X)	(3X)	(2X)	(3X)	(1X)	(1X)	(1X)	(1X)	(1X)	MAX 120
ITEM NO.	DESCRIPTION OF POLICY OPPORTUNITY	TOTAL MARKET SERVED	MARKET NEED SERVED	TOTAL COSTS	UNIT COSTS	QUALITY OF SERVICE	LEVEL OF SERVICE	DEVELOP-MENT RISK	WITHIN OPERATORS MANDATE	SYSTEM COMPAT-IBILITY	TOTAL SCORE
1.1	Motability Allowance: Rationalize Existing Subsidy Schemes	8	3	3	3	0	1	1	2	3	47
1.2	User-side Subsidy of Taxis	7	8	6	8	8	8	6	6	8	110
1.3	User-side Subsidy of Taxis, Other Private Services, Volunteers, etc.	7	8	5	7	8	8	6	5	8	104
1.4	Partial Subsidy of Auto Purchase	8	8	5	5	6	8	2	1	8	90
1.5	Full Subsidy of Auto Special Equipment	8	7	6	6	6	8	7	4	7	99
1.6	Partial Subsidy of Auto Special Equipment	8	7	8	8	6	8	8	5	7	111
1.7	Auto Loan or Lease Services (With Some Subsidy)	8	8	5	5	5	7	2	1	8	88
1.8	Distribute Information on Auto Special Equipment & Installers	8	7	8	8	4	4	6	6	7	104
1.9	Establish Stds. for Auto Special Equip. Design & Installation	8	7	7	8	4	4	6	6	7	102
1.10	Expand Paratransit Eligibility to Include Those Who "Cannot Use"	4	7	6	5	6	6	8	8	8	92
1.11	Expand Paratransit Eligibility to Include Blind, Mentally Impaired	4	8	6	5	6	6	8	8	8	95
1.12	Expand Paratransit Eligibility to Account for Seasonal Difficulties	4	6	6	5	6	5	5	7	5	81
1.13	Establish Guidelines to Coordinate Paratransit in Adjacent Jurisdictns	4	6	6	7	7	7	5	8	7	93
1.14	Disengage Paratransit; Replace with Subsidies; (Free Market)	6	2	4	2	0	2	1	2	4	41
1.15	Enforce Minor Equipment Upgrades for All Public Transit	6	6	7	8	7	4	8	8	8	103
1.16	Subsidize Public Transit Upgrades Via Private Advertising Space	6	6	8	8	7	4	6	3	8	98

(1X) MAX 120

SYSTEM COMPAT-IBILITY	TOTAL SCORE	NORMALIZED SCORE	COMMENTS
3	47	◔	Does not provide service (subsidies can be misused); Consider as part of municipal grant.
8	110	●	Looks promising; pursue analysis
8	104	●	Looks promising; possibly combine with other options
8	90	◕	Looks promising; a variation of auto subsidy options
7	99	●	Looks promising; a variation of auto subsidy options
7	111	●	Looks promising; a variation of auto subsidy options
8	88	◕	Looks promising; a variation of auto subsidy options
7	104	●	Looks promising; an addition to auto subsidy options
7	102	●	Looks promising; an addition to auto subsidy options
8	92	●	Comparable to other provinces; further analysis recommended
8	95	●	Further analysis recommended; combined with 1.10
5	81	◑	Implemention detail
7	93	●	Looks promising; pursue analysis
4	41	○	Similar to 1.1. Demand is not sufficient to support new services without subsidy
8	103	●	Looks promising; reaches the "use with difficulty" groups; pursue analysis
8	98	●	Implementation detail; combine with 1.15

TABLE H-1.2: Long List Options Evaluation (Urban)

	WEIGHTING	(2X)	(3X)	(2X)	(3X)	(1X)	(1X)	(1X)	(1X)	(1X)	MAX 120
ITEM NO.	DESCRIPTION OF POLICY OPPORTUNITY	TOTAL MARKET SERVED	MARKET NEED SERVED	TOTAL COSTS	UNIT COSTS	QUALITY OF SERVICE	LEVEL OF SERVICE	DEVELOPMENT RISK	WITHIN OPERATORS MANDATE	SYSTEM COMPATIBILITY	TOTAL SCORE
2.1	Enforce Special Parking Provisions	8	6	8	7	8	7	8	3	8	105
2.2	Coordinate/Broker Special Services in Centres Where They Overlap	5	8	7	8	7	7	7	8	8	109
2.3	Provide Attendants on Designated PublicTransit Vehicles and/or Routes	4	4	5	5	7	5	5	2	6	70
2.4	Provide Limited Accessible Buses on Public Transit	3	5	3	4	5	5	4	8	6	67
2.5	Provide Elevators on New Subway Stations, Old Stations Over Time	1	4	1	1	6	7	3	4	1	40
2.6	Promote Urban Hybrid Vehicles & Special Pathways	2	2	4	2	5	4	1	3	4	41
2.7	Integrate Paratransit and Taxi Services	6	8	6	8	7	8	5	5	7	104
2.8	Establish and Enforce Pedestrian Equipment Standards	6	6	6	6	6	2	7	5	8	88

MAX 120

TOTAL SCORE	NORMALIZED SCORE	COMMENTS
105	◕	A commonly quoted problem; integrate with other auto options
109	◕	Looks promising, combine with 1.13, 3.2, 5.5
70	◑	Of little help to non-ambulatory
67	◑	Other studies and demos have shown poor cost effectiveness; analyze further for completeness
40	○	Other studies and demos have shown poor cost effectiveness
41	○	Technical problems with safety; stigmatizing; complex infrastructure
104	●	Looks promising; combine with 1.2
88	◑	Not strictly a transportation issue; combine with other options (especially 5.4)

TABLE H-1.3: Long List Options Evaluation (Rural/Small Urban)

	WEIGHTING	(2X)	(3X)	(2X)	(3X)	(1X)	(1X)	(1X)	(1X)	(1X)	MAX 120	
ITEM NO.	DESCRIPTION OF POLICY OPPORTUNITY	TOTAL MARKET SERVED	MARKET NEED SERVED	TOTAL COSTS	UNIT COSTS	QUALITY OF SERVICE	LEVEL OF SERVICE	DEVELOP-MENT RISK	WITHIN OPERATORS MANDATE	SYSTEM COMPAT-IBILITY	TOTAL SCORE	NOR
3.1	Establish Auto Training & Info. Opportunities in Rural Areas	5	7	5	6	6	7	3	5	7	87	
3.2	Special Transit for Specific Trip Purposes in Adjacent Areas	1	3	6	4	6	7	4	5	6	63	
3.3	Fund Private, Volunteer Services (Esp. Visually, Mentally Impaired)	4	7	4	5	6	7	4	2	7	78	
3.4	Promote Accessible Intercity Bus Stops in Rural Areas	4	5	5	2	5	5	3	2	6	60	
3.5	For Non-drivers Provide Subsidized Taxi or Special Services	5	8	6	6	6	7	5	6	7	95	
3.6	Motability Allow. for Those Who Cannot Use Auto, Public Transit	4	8	4	6	2	0	3	3	0	66	

MAX 120

TOTAL SCORE	NORMALIZED SCORE	COMMENTS
87		Combine with auto initiatives; may be difficult logistically
63		Low demand
78		Volunteerism is an excellint "option", but (by definition) should be left to local groups
60		Low demand; combine with 4.1; pursue analysis for comparative purposes.
95		Looks promising; see 1.2
66		See 1.1

TABLE H-1.4: Long List Options Evaluation (Intercity)

ITEM NO.	DESCRIPTION OF POLICY OPPORTUNITY	TOTAL MARKET SERVED	MARKET NEED SERVED	TOTAL COSTS	UNIT COSTS	QUALITY OF SERVICE	LEVEL OF SERVICE	DEVELOP-MENT RISK	WITHIN OPERATORS MANDATE	SYSTEM COMPAT-IBILITY	TOTAL SCORE	NO
	WEIGHTING	(2X)	(3X)	(2X)	(3X)	(1X)	(1X)	(1X)	(1X)	(1X)	MAX 120	
4.1	Lift-Equipped Intercity Buses on Major Routes	4	6	5	5	5	7	5	2	8	75	
4.2	Subsidize Purchase of Access. Buses Through Tax Exemptions, etc.	4	6	5	5	5	7	5	6	7	81	
4.3	Upgrade Bus Terminals for Mobility & Communication Impaired Travellers	3	5	5	4	6	3	6	7	5	70	
4.4	Provide Accessible Services Onboard & Enroute (Bus, Train and Air)	2	3	3	3	4	2	4	6	6	50	
4.5	Free Fare for Attendants On Airlines	2	3	5	4	2	2	8	5	6	58	
4.6	Subsidize Wheeltrans Service to Pearson International Airport	3	7	7	7	6	8	6	8	8	98	
4.7	Enforce Availability of Rental Cars with Hand Controls at all Terminals	1	2	7	4	6	8	7	4	6	65	
4.8	Make Train Services Accessible to Those who "Cannot Board"	2	3	4	3	6	6	7	7	6	62	
4.9	Parallel Services Between Major Centres	4	6	2	1	6	8	2	2	2	53	

MAX 120

TOTAL SCORE	NORMALIZED SCORE	COMMENTS
78		Looks promising; pursue analysis
81		Looks promising; implementation detail; combine with 4.1
70		Looks promising; federal program underway; combine with others
50		Modifying vehicles is very expensive; may not be possible in many cases; not essen. for short trip
58		Low demand; not a high priority
98		A specific need; combine with 5.5
65		Federal government has initiated a program
62		Federal government jurisdiction for VIA; low demand for others
53		Very expensive; not integrated

TABLE H-2: Explanation of Evaluation Criteria

1. Total Market Served
   - total number of disabled persons able to use the service

2. Market Need Served
   - number of disabled persons in relevant target groups able to use the service

3. Total Costs
   - all capital, operating, maintenance and other costs associated with the particular program;
   - as incurred by all parties, ie. government, operators, users, etc.

4. Unit Costs
   - total costs per passenger trip and per vehicle km (if applicable), ie. $/passenger trip and $/vehicle km

5. Quality of Service
   - quality of equipment and staff; a measure of passengers' physical and mental comfort;
   - dignity: passenger maintaining self-respect throughout a trip

6. Level of Service
   - geographic range covered;
   - destination options; door-to-door, few stops-to-few, etc;
   - trip time: speed of service;
   - reservation/booking system: availability on short notice (spontaneity in decision-making)

7. Development Risk
   - unknowns with respect to the use of new (vs. proven) technologies or concepts;
   - unknowns with respect to demand and costs; can the costs be predicted and/or controlled.

8. Compatibility with Operator's Mandate
   - matches existing mandate of the particular operator

9. System Compatibility
   - how the service compliments or overlaps existing (or proposed) services

APPENDIX I

DETAILED OPTION STUDIES

(Bound under separate cover)

APPENDIX J

HUMAN RIGHTS LEGISLATION

APPENDIX J

HUMAN RIGHTS LEGISLATION

There are three human rights acts which have, or might have, impact on passenger transportation planning for elderly and disabled person. These are:

1) The Canadian Charter of Rights and Freedoms
2) The Canadian Human Rights Act (CHRA)
3) The Ontario Human Rights Code (OHRC)

The relevant sections and possible impacts are described below. It should be noted that the Charter and the CHRC are unlikely to be amended in the near future, but the Ontario legislature is currently considering Bill 7, an act to amend Ontario legislation that appears to violate the Charter. Section 16 (1)(a) of the Human Rights Code has been identified as failing to protect disabled people against discrimination. The implications of this proposed amendment are discussed in Section 3.

1. The Canadian Charter of Rights and Freedoms

There are three sections of the Charter which are likely to impact on passenger transportation planning. The most significant for transportation of disabled persons is Section 15, the Equality Rights section.

Section 15 states that:

15. (1) "Every individual is equal before and under the law and has the right to **the equal protection and equal benefit of the law** without discrimination based on race, national or ethnic origin, colour, religion, sex, age or mental or physical disability."

The significance of this section is that, whenever there is a law or regulation setting out entitlements to individuals, these benefits must not be withheld to any classes of people identified in the section unless there are reasonable grounds for doing so.

The test for what is reasonable is set out in Section 1 of the Charter which states that:

1. "The Canadian Charter of Rights and Freedoms guarantees the rights and freedoms set out in it subject only to such **reasonable limits prescribed by law as can be demonstrably justified** in a free and democratic society.:

This limitation on the equality guarantee means that the onus will be on governments to justify restrictions in their laws, regulations and procedures on the ground of "reasonableness" which can be "demonstrably justified" in the circumstances.

It should be noted that the Charter applies to the treatment of individuals by **governments and their agencies** (crown corporations, board, commissions, etc.).

Human rights legislation extends protection against discrimination to the private sector. However, there is some overlap and extension in both types of legislation.

In discussion of human rights legislation, there are three additional concepts used in developing standards for compliance. These are:

- o **bona fide occupation requirement**
  - a standard defence to complaints of discrimination in employment
- o **bona fide justification**
  - a standard defence in the provision of goods and services
- o **reasonable accommodation**
  - the obligation to take reasonable measures to account for the special needs of those individuals in protected groups who require different treatment.

This is a positive obligation to take such measures, not simply to refrain from taking action at all.

Two additional defenses which will be described below are "undue hardship" (CHRA); and "reasonable cost" (OHRC).

The third important section for this report is Section 32, which states that:

"32.1 (1) This Charter applies (a) to the Parliament of Canada in respect of all matters within the authority of Parliament including all matters relating to the Yukon Territory and Northwest Territories and,

(b) to the legislature and government of **each province in respect of all matters within the authority of the legislature** of each province."

This means that every government activity initiated or supported, in whatever form, by the provincial government, will be subject to the requirements of the Charter, including, for example, all municipal affairs, police commission, schoolboards, etc.

2. The Canadian Human Rights Act

The Canadian Human Rights Act is included in this overview because there are several areas of overlapping jurisdiction with the Province of Ontario in the passenger transportation field. These are:

- o interprovincial and international busing;
- o the Ottawa/Hull public and paratransit services (crosses a provincial boundary);
- o contracts signed by Transport Canada with bus/taxi companies to provide ground transportation to and from airports.

With respect to the interprovincial/international bus operations, these activities fall within federal jurisdiction because they operate outside, as well as inside, the province. Regulation of interprovincial/international busing has been delegated to the provinces and licensing in Ontario is the responsibility of the Ontario Transport Board. Licenses require operators to provide a "fair and adequate service." A complaint in the 60's from a disabled traveller about lack of access was heard by the Ontario Transport Board. The decision was that there was no discrimination because the Highway Traffic Act only required companies to "carry" a passenger, not to provide "boarding" facilities. It may be that an S.15 Charter case would argue that this is denying disabled persons in wheelchairs "equal protection and equal benefit of the law". The onus would be on the Ontario Transport Board to show that this denial of service was a "reasonable limit ... demonstrably justified..."

The Ottawa/Hull public and paratransit service is the only urban transit service in Ontario that falls within federal jurisdiction. This is due to the geographical/political relationship between the two cities. Since services cross a provincial boundary, under S.10 of the British North American Act, these services are federal. Several cases of discriminatory treatment of disabled persons by the paratransit operator have been investigated by the Canadian Human Rights Commission.

The requirement that contracts signed with private companies by the federal government must comply with the Canadian Human Rights Act has not yet been enforced but complaints have been registered with the Canadian Human Rights Commission. The human rights issues could be addressed in two ways: 1) as a contract compliance issue under the CHRA or 2) as a Section 15. issue under the Charter. So, for example, Grey Coach contracts with Transport Canada to transport passengers to and from the airport for a set fee. Disabled persons who can board the bus are accommodated: those who cannot, must travel an extremely circuitous, lengthy route to the airport at considerable inconvenience to themselves.

3. The Ontario Human Rights Code

Section 16 (1)(a) of the Ontario Human Rights Code states that:

> "A right of a person under this Act is not infringed for the reason only:
>
> (a) that the person does not have access to premises, services, goods, facilities or accommodation because of handicap, or that the premises, services, goods, facilities or accommodation lack the amenities that are appropriate for the person because of handicap."

This means that lack of access does not by itself constitute discrimination against the handicapped and that therefore, the Ontario Human Rights Commission could not accept a formal complaint on those grounds alone. Consumer groups and advocacy organizations have argued that this provision severely limits the capacity of human rights legislation in Ontario to remove barriers to full participation for disabled people.

The Attorney General has indicated willingness to remove this exemption from the Human Rights Code and to expressly impose an obligation to make reasonable accommodation to disabled people. The limitation on this requirement would be if the accommodation would impose "undue hardship". The government will be preparing regulations defining what is meant by undue hardship.

In addition, the government will establish an "undue hardship fund" to subsidize the cost of renovations beyond the point where undue hardship occurs. So, for example, of the cost of an accessible intercity bus if $50,000 more than a standard bus, and the company claims that it cannot afford more than $10,000 for the accessibility feature, an application for a grant to cover the extra cost might be made to the undue hardship fund.

"Business inconvenience' has recently been removed from the proposed legislation as an argument for "undue hardship".

APPENDIX K

LIST OF ACRONYMS AND GLOSSARY OF TERMS

APPENDIX K

LIST OF ACRONYMS AND TERMS

K1 ACRONYMS

ATAC	Air Transport Association of Canada
ACTH	Advisory Committee on Transportation of the Handicapped (Federal body, now defunct)
CCMTA	Canadian Council of Motor Transport Administrators
CHDS	Canadian Health and Disability Survey [2]
CHRC	Canadian Human Rights Commission
CMCA	Canadian Motor Coach Association
CNIB	Canadian National Institute for the Blind
COMSOC	(Ontario Ministry of) Community and Social Services
CN	Canadian National (Railways)
CP	Canadian Pacific (Railways)
CRCD	Canadian Rehabilitation Council for the Disabled
CSA	Canadian Standards Association
CTC	Canadian Transport Commission
CUTA	Canadian Urban Transit Association
FCM	Federation of Canadian Municipalities
HIS	Home Interview Survey (U.S.) [6]
IATA	International Air Transport Association
JFH	James F. Hickling Management Consultants Ltd.
LFS	Labour Force Survey [4]
LOS	Level of Service
MCI	Motor Coach Industries (Bus manufacturers, Winnipeg)
MTC	(Ontario) Ministry of Transportation and Communication
MVTA	Motor Vehicle Transport Act Federal
NACA	National Advisory Council on the Aging
OHRC	Ontario Human Rights Code
OHTB	Ontario Highway Transportation Board
P.I.A.	Pearson International Airport
P.T.	Public transit services (usually urban buses, subway, etc.)
P.V.	Personal Vehicle
S.T.	Specialized Transit
TC	Transport Canada
TDC	Transportation Development Centre (part of TC)
TH	Transportation Handicapped
TTC	Toronto Transit Commission
TDD	Telecommunication Device for the Deaf
UMTA	Urban Mass Transportation Administration (U.S. Government, Department of Transportation)

K2 GLOSSARY OF TERMS USED

Agility impaired:	according to the CHDS: trouble standing, bending, dressing, getting in/out of bed, cutting toenails, grasping, reaching, and/or cutting food; generally less severe (with respect to transportation) than mobility impaired.
Ambulatory disabled:	those who can walk, but have a mobility disability.
Catchment population:	the number of people in a geographic area served by a transportation route or stop; the area varies in size depending upon the location of the route or stop and the level of service.
Communication impairments:	dysfunction in seeing, hearing, speaking and/or understanding.
Disability:	any restriction or lack (resulting from an impairment) of ability to perform an activity in the manner or within the range considered normal for a human being. (A set of 19 screening questions were used in the CHDS to identify disabilities.)
Economy:	the cost of a service, expressed as total economic cost (over many years), annual budgetary cost to governments, or by some other measure.
Effectiveness:	a measure of the market or demand for a service; the number of persons, trips and/or kilometers provided by a service.
Efficiency:	a measure of the benefit-cost of service; usually expressed in terms of dollars per trip; can also include non-financial measures, or intangible costs and benefits (such as comfort, independence, risk, etc.)
Impairment:	any loss or abnormality of psychological, physiological or anatomical structure or function.
Intangible costs & benefits:	negative and positive aspects of a transportation service which are not easily quantified, such as: risk, safety, human rights implications, quality of service, etc.
Integrated service:	publicly available service which allows all disabled persons to use it.

Level of Service:	quantifiable characteristics of a mode of transportation, such as: range covered, operating times, destination options (ex. "door-to-door"), trip time, advance booking requirements, etc.
Minor Equipment Upgrades:	small and low-cost items which improve the quality of service (such as hand holds, tactile flooring, high-contrast signage, etc.).
Mobility impaired:	according to the CHDS: trouble walking without resting, using stairs, carrying heavy objects, moving between rooms, and/or standing for long periods of time.
Non-Ambulatory Disabled:	those who cannot walk without aids or assistance.
Parallel Service:	paratransit which runs on a fixed route.
Paratransit:	any service (usually specialized transit, taxi or special vehicles) dedicated to transporting disabled persons; includes agency services; a "broader" term than specialized transit.
Personal Vehicle (P.V.):	smaller vehicles, owned by individuals (usually automobiles or vans).
Private Transit:	transportation modes owned and operated by individuals (usually automobiles and vans).
Provider-side Subsidy:	subsidies from government directly to the service provider.
Public Transit (P.T.):	fixed route transportation systems available to all (usually local buses, subways, streetcars).
Quality of Service:	less quantifiable characteristics of a mode of transportation, such as: equipment quality, staff quality, passengers' comfort and dignity, etc.
Ridership:	uptake of a transportation service, usually in number of trips per day.
Rural:	for data purposes: self representing jurisdictions of less than 15,000 persons. for policy purposes: areas which have no public transit available.
Specialized Transit:	government-funded paratransit.

Target Group:	a specific subgroup of the disabled population; defined (in the report) as requiring special attention in order to travel.
Trip:	a one-way trip by one paying passenger.
Unit Cost:	the cost of one passenger trip.
Urban:	for data purposes: self representing jurisdictions of more than 15,000 persons. for policy purposes: areas which have public transit available.
User-side Subsidy:	subsidies from government directly to the service user; (includes cash, per trip subsidies, etc.)

APPENDIX L

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